INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

RIVER WALK VILLAGE PROJECT

CITY OF MENIFEE

RIVERSIDE COUNTY, CALIFORNIA

LSA

May 2022

This page intentionally left blank

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

RIVER WALK VILLAGE 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. CIM2105

LSA

May 2022

This page intentionally left blank

TABLE OF CONTENTS

APPENDICES

A: PROJECT PLAN SET
B: AIR QUALITY, GREENHOUSE GAS, AND ENERGY MEMORANDUM
C1: BIOLOGICAL RESOURCES ASSESSMENT
C2: PEER REVIEW OF THE BIOLOGICAL RESOURCES ASSESSMENT
D1: CULTURAL RESOURCES ASSESSMENT
D2: PEER REVIEW OF THE CULTURAL RESOURCES ASSESSMENT
E1: GEOTECHNICAL REPORT
E2: UPDATE TO THE GEOTECHNICAL REPORT
F: PHASE 1 ENVIRONMENTAL SITE ASSESSMENT
G1: WATER QUALITY MANAGEMENT PLAN
G2: DRAINAGE REPORT
H: NOISE REPORT
I1: TRAFFIC STUDY
I2: VMT MEMORANDUM
J: MITIGATION MONITORING AND REPORTING PROGRAM

FIGURES AND TABLES

FIGURES

TABLES

This page intentionally left blank

LIST OF ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill
ADT	Average Daily Trips/Traffic
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
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
CBC	California Building Code
CCR	California 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
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
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

This page intentionally left blank

1.0 ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:**

   River Walk Village 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:**

   Orlando Hernandez
   Planning Manager
   (951) 723-3737
   ohernandez@cityofmenifee.us

4. **Project Location:**

   The 14.31-acre River Walk Village Project (herein referred to as "proposed Project" or "Project") site is located on Assessor's Parcel Numbers (APNs) 338-150-046 and 338-150-031 in the City of Menifee, in Riverside County, California. Specifically, the Project site is located along the west side of Bradley Road between The Church of Jesus Christ of Latter Day Saints and Lazy Creek Road to the south and Salt Creek and Rio Vista Drive to the north. Figure 1: Regional and Project Location shows the regional and local location of the Project site.

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

   Al Womble
   P.O. Box 3609
   Seal Beach, California 90740

6. **General Plan Designation:**

   8.1-14 dwelling units per acre (du/ac) Residential (8.1-14 R)

7. **Zoning:**

   Medium Density Residential (MDR)

8. **Description of Project:**

   The proposed Project would develop 198 single-family detached residential units and one 2,800-square foot clubhouse with swimming pool and two tot lots on 14.31 acres. The site would also be developed with an entrance courtyard with monument sign, on-site drive aisles, 50 assigned and 45 guest parking spaces, and a bioretention basin to collect stormwater runoff. Access to the Project site would occur off Bradley Road at its intersection with Rio Vista Drive through conversion of the existing three-way intersection into a four-way intersection to facilitate public

access to the Project site. Additionally, one emergency-only gated driveway would be constructed at the southeastern portion of the site that would connect Bradley Road to an on-site drive aisle for emergency access. See Figure 2: Conceptual Site Plan. Appendix A contains Project plans.

9. Surrounding Land Uses and Setting:

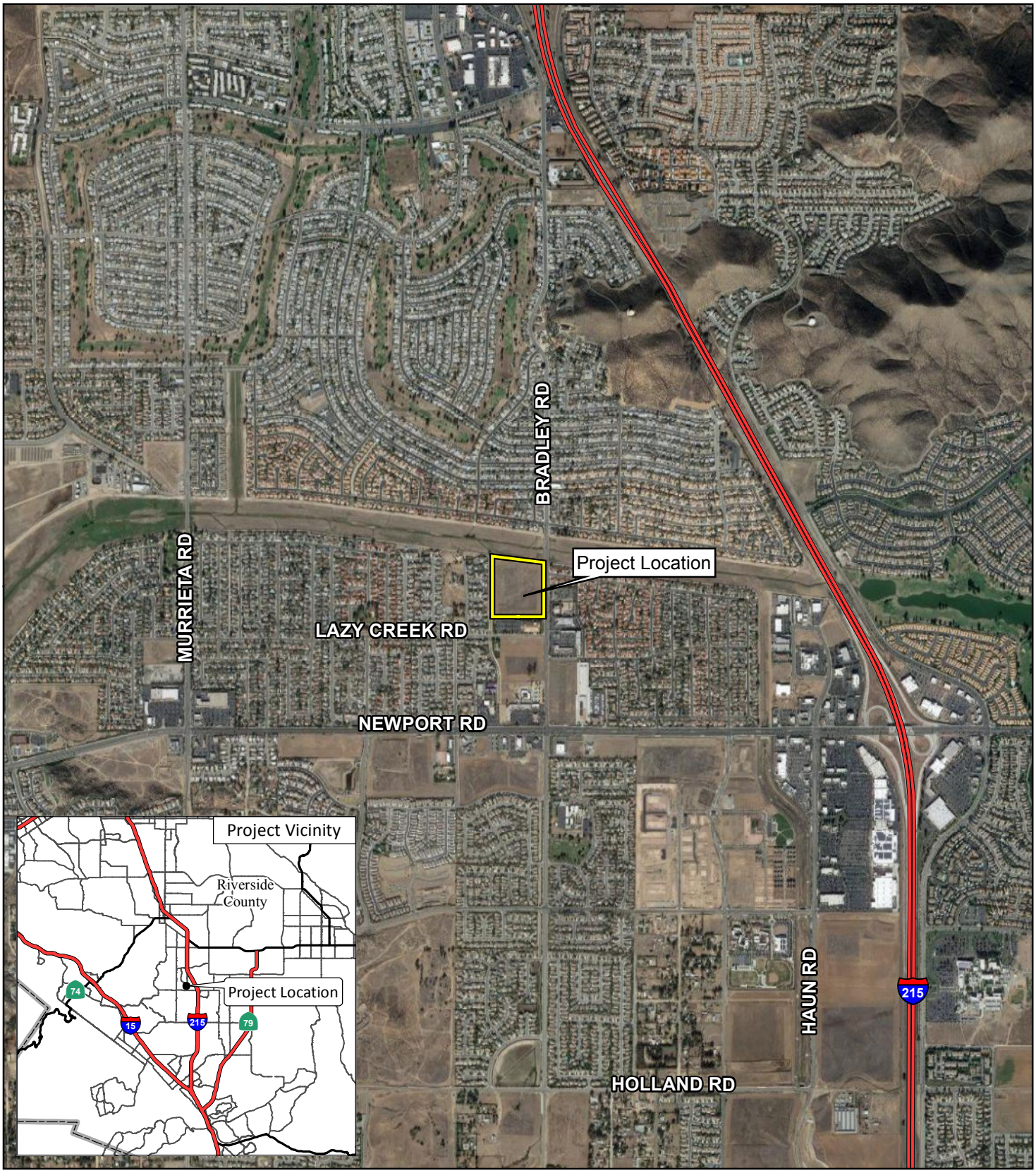
The northern boundary of the site is Salt Creek with a zoning designation of Open Space Recreation (OS-R); beyond Salt Creek to the north are single-family residential units zoned Low Density Residential-2 (LDR-2). Bradley Road borders the Project site to the east, across which there are single-family homes zoned Low Density Residential-2 (LDR-2), an assisted living and memory care facility zoned Economic Development Corridor-Newport Road (ECD-NR), and a variety of professional office and commercial uses also zoned Economic Development Corridor-Newport Road (ECD-NR). The property adjacent to the south is zoned Public/Quasi-Public Facilities (PF) and consists of The Church of Jesus Christ of Latter Day Saints. The western boundary of the Project site consists of a storm water channel zoned Open Space Water (OS-W); beyond the storm water channel, the land use consists of single-family residential units zoned Low Density Residential-2 (LDR-2).

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.?

Yes. Please see Section 4.18, Tribal Cultural Resources of this Initial Study for a detailed discussion.



LSA

LEGEND

Project Location

FIGURE 1

N

0 1000 2000

FEET

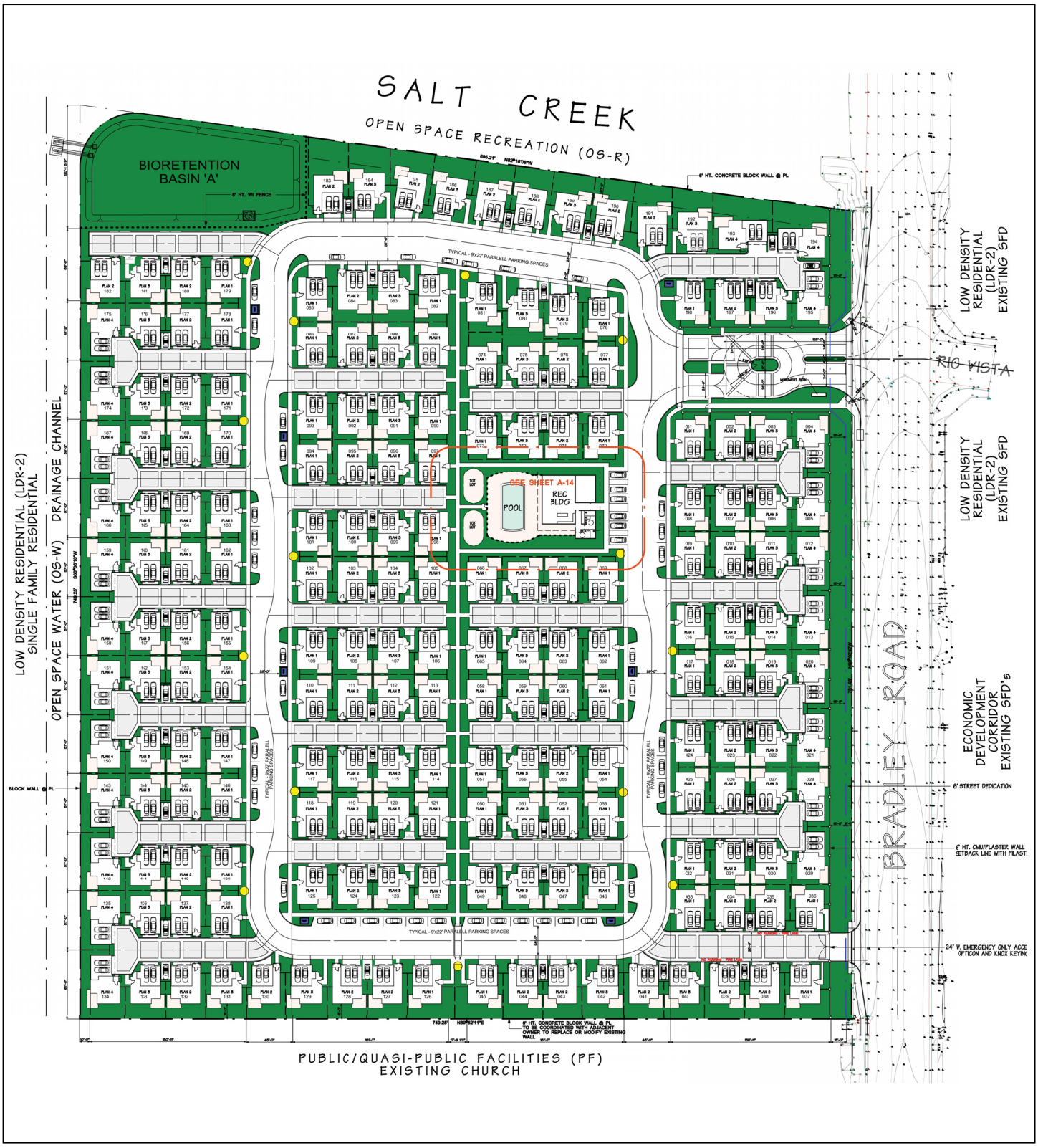
SOURCE: Google (2021)

I:\CIM2105\GIS\MXD\ProjLocation_Aerial.mxd (1/19/2022)

River Walk Village Project

Regional and Project Location

This page intentionally left blank



LSA

FIGURE 2

N

0 66 132

FEET

River Walk Village

Conceptual Site Plan

SOURCE: Randy Morris Architect, October 2021

I:\CIM2105\G\SitePlan.ai (1/19/2022)

This page intentionally left blank

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 were 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.

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

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

- Provide the Lead Agency (City of Menifee) with information to use as the basis for deciding whether to prepare a Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR);
- 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 would not have a significant effect on the environment.
- Eliminate unnecessary EIRs; and
- Determine whether a previously prepared EIR could be used to evaluate the environmental effects of 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 impacts that would be less than significant and do not warrant mitigation while identifying issues that require mitigation and additional analysis 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 planning counter of 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:

Orlando Hernandez, Planning Manager
City of Menifee
Community Development Department
29844 Haun Road
Menifee, California 92586
(951) 723-3737
ohernandez@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.

This page intentionally left blank

3.0 PROJECT ELEMENTS

3.1 PROJECT LOCATION

The 14.31-acre (gross) property is located along the west side of Bradley Road between Lazy Creek Road to the south and Rio Vista Drive to the north, APNs 338-150-046 and 338-150-031 in the City of Menifee, in Riverside County, California. The site is located within Section 33, 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 an earthen Riverside County Flood Control storm water channel (Salt Creek Channel) and a single-family residential development north of the Channel. The site is bordered by Bradley Road to the east, across which there are a variety of land uses including single-family homes, an assisted living and memory care facility, and professional office and commercial uses. The Church of Jesus Christ of Latter Day Saints composes the property adjacent to the south and includes the church building and associated parking lot along the entire southern frontage of the Project site. The western boundary of the Project site abuts a concrete trapezoidal Riverside County Flood Control storm water channel (Bradley Road Channel) that discharges into the Salt Creek Channel at the northwest corner of the Project site; beyond the storm water channel to the west are single-family residential units.

The nearest sensitive receptors in proximity to the Project site include the single-family residential uses across Bradley Road to the east, The Church of Jesus Christ of Latter Day Saints adjacent to the site of the Project site, and the single-family residential uses across the Bradley Road Channel to the west of the Project site.

The Project site is relatively flat and level. The site elevation ranges from approximately 1,423 to 1,418 feet above mean sea level and slopes gently down grade from south to north towards the Salt Creek Channel. The Project site is disturbed from annual weed abatement for fire suppression and weed control. Accordingly, the majority of the Project site is dominated by non-native ruderal vegetation[2] consisting primarily of tocalote (*Centaurea melitensis*), short podded mustard (*Hirschfeldia incana*), and brome grasses (*Bromus* spp.).

The City of Menifee General Plan land use designation for the Project site is 8.1-14 dwelling units per acre (du/ac) Residential (8.1-14 R). The intent of the 8.1-14 R designation is the development of single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes.[3] The Project site is zoned Medium Density Residential (MDR), which is intended for single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes with a density range of 8 to 14 dwelling units per acre.[4]

[2] Ruderal vegetation consists of species (often invasive) that are first to colonize disturbed lands.
[3] City of Menifee. *General Plan Land Use Element.* Exhibit LU-3, Land Use Designations. 2013.
[4] City of Menifee Municipal Code, §9.130.020(D).

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	8.1-14 du/ac Residential (8.1-14 R)	Medium Density Residential (MDR)
North	Salt Creek Channel Single-Family Residential	Recreation (OS-R) 2.1-5 du/ac Residential (2.1-5 R)	Open Space Recreation (OS-R) Low Density Residential-2 (LDR-2)
East	Single-Family Residential Assisted Living Facility and Commercial Uses	2.1-5 du/ac Residential (2.1-5 R) Economic Development Corridor (EDC)	Low Density Residential-2 (LDR-2) Economic Development Corridor-Newport Road (ECD-NR)
South	The Church of Jesus Christ of Latter Day Saints	Public/Quasi-Public Facilities (PF)	Public/Quasi-Public Facilities (PF)
West	Bradley Road Channel Single-Family Residential	Water (OS-W) 2.1-5 du/ac Residential (2.1-5 R)	Open Space Water (OS-W) Low Density Residential-2 (LDR-2)

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. (Accessed October 15, 2021).
City of Menifee. *Zoning Map*. Amended April 2020. https://cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---April-2020. (Accessed October 15, 2021).

3.3 PROJECT DESCRIPTION

The Project (Tentative Tract Map PL21-0238 and Plot Plan No. 21-0239) includes development of 198 detached single-family residential units and a 2,800 square-foot recreation building on 14.31 gross acres. See Figure 2: Conceptual Site Plan. Appendix A contains Project plans.

3.3.1 Construction

Construction activities include removal of existing onsite fencing and vegetation, excavation, grading, paving, construction of the residential buildings, clubhouse, and parking areas, and the installation of lighting, landscaping, and utility connections. During grading, on-site soils would be excavated and recompacted in accordance with the 2022 California Building Code (CBC) to accommodate the proposed residential buildings, clubhouse, and parking areas.

Construction parking and staging areas will occur on site. Construction hours will conform to City standards and be limited to 6:30 a.m. to 7:00 p.m. Monday through Saturday in accordance with City Municipal Code Section 8.01.010. According to the Project Application for Land Use Development (Dated July 8, 2021), the Project would require approximately 27,000 cubic yards of soil cut and 27,000 cubic yards of soil fill without having to import or export exported soil during grading. During Project construction, it is possible there would be temporary lane closures and/or detours necessary along Bradley Road. Construction of the Project is anticipated to commence in late 2022 and be completed in the fall/winter of 2024, resulting in a total construction duration of approximately 21 months.

3.3.2 Facility and Site Design

Four two-story floor plans are proposed, ranging in size from 1,716 square feet (Plan 1) to 1,864 square feet (Plan 4). Each unit would include a two-car garage and private back yard space. The 198 detached residential units would be comprised of three architectural styles: Hacienda, Bungalow, or Prairie, each featuring unique features indicative on its architectural type. Gable enhancements would be included on all odd-numbered houses to provide visual relief and varied massing while maintaining a cohesive communal appearance. Building heights would range between 25 and 28 feet above grade depending on the architectural type (Appendix A contains Project plans).

The 2,800 square-foot recreation building would feature an events room, kitchenette, and bathroom that includes a common area with swimming pool and two tot lots. The recreation building would be a single-story building approximately 26 feet tall constructed in the bungalow architectural style.

The Project would include landscaped areas in accordance with Chapter 9.195 (Landscape Standards) and Section 9.195.050 of the City Municipal Code. Approximately 27.9 percent of the site would be landscaped. Design elements of the proposed Project include landscaped setbacks and street trees along the site frontage with Bradley Street and on-site trees and shrubs throughout the parking areas and internal drive aisles. The Project would incorporate landscape through a combination of accent plantings/groundcovers, hedges, and trees along the site perimeter and include additional trees surrounding the proposed stormwater basin proposed in the northwest corner of the site. Additionally, the Project includes a 6-foot-high concrete block wall along the southern, western, and northern boundaries of the site, while the western boundary along Bradley Road would feature a 6-foot-high concrete masonry unit wall with pilasters.

The Project includes a 6-foot street dedication along the site's frontage with Bradley Road. This portion of right-of-way would include a portion of the Project site setback to be landscaped and ultimately maintained by the City once annexed into a special district for this purpose. Light poles would be installed throughout the on-site drive aisles and along the sidewalk along the site's frontage with Bradley Road. The recreation building will have security lighting located on the building façades. Additionally, streetlights will be installed along the Project frontage of Bradley Road. All lighting on the Project site will comply with Chapter 6.01 (Dark Sky; Light Pollution) and Chapter 9.205 (Lighting Standards) of the City Municipal Code, which require light shielding, functional and aesthetic design, and compatibility with surrounding uses.

3.3.3 Circulation and Access

Public right of way abutting the Project site occurs only along Bradley Road along the eastern site frontage. However, the site is surrounded by fencing, and no vehicle or pedestrian access is provided in the existing condition, as there are no driveways or sidewalks along the Project site's frontage with Bradley Road or along any other boundary of the site abutting The Church of Jesus Christ of Latter Day Saints to the south, Bradley Road Channel to the west, or Salt Creek Channel to the north.

Access to the Project site would occur off Bradley Road at its intersection with Rio Vista Drive through conversion of the existing three-way intersection into a four-way intersection to facilitate public access to the site. The entry would consist of two parallel 24-foot-wide driveways, one for ingress and one for egress, separated by a landscaped median. Additionally, one emergency-only gated driveway

28 feet wide would be constructed at the southeastern portion of the site that would connect Bradley Road to a 28-foot-wide on-site drive aisle for emergency access.[5] The on-site loop road would be 28 feet wide, plus 9 feet of additional width in areas that would facilitate visitor parking stalls, in accordance with City Standard Plan No. 124 for Private Residential Streets and would interconnect to multiple on-site motor courts/common driveways to facilitate vehicle access to every residence. The Project also includes frontage improvements along Bradley Road to include curb and gutter, sidewalks, street trees, and lighting, and would integrate directly with the future Bradley Road Bridge Project to be constructed under a separate action north of the Project site.

The Project site also is accessible from a public bus stop located at the Bradley Road/Rio Vista Drive intersection adjacent to the east of the site, as well as via other amenities such as Class 2 and 3 bicycle lanes along nearby major corridors such as Newport Road 0.3 mile to the south and along Bradley Road adjacent to the east of the site. Pedestrian access to the Project site would occur via curb and sidewalks to be constructed and/or improved along the Project frontage of Bradley Road. See Figure 2: Conceptual Site Plan. Appendix A contains Project plans.

3.3.4 Drainage

The majority of the Project site consists of pervious surface area. Currently, storm water generally sheet flows in a southerly direction and drains offsite into the Salt Creek Channel. The proposed Project is expected to maintain the existing drainage pattern. Upon development of the site, all on-site storm water would be captured on site in accordance with Santa Ana Regional Water Quality Control Board Order Number R8-2010-0033, National Pollutant Discharge Elimination System Permit No. CAS618033, also known as the Municipal Separate Storm Sewer System or MS4 permit. Impervious surfaces will drain to adjacent landscaping, where feasible, for impervious area dispersion, while the majority of runoff from the site would drain to a proposed bioretention basin located at the northwest corner of the site. Storm water would be conveyed offsite via two catch basins with parallel 24-inch storm drain pipes that discharge stormwater from the bioretention basin into the Bradley Road Channel at volumes that do not exceed the existing, pre-developed condition. Additionally, two modular wetlands would be constructed within the Bradley Road right-of-way, as currently proposed on the Bradley Bridge Road Improvement Project Plans. The modular wetlands would treat stormwater runoff pursuant to the City's MS4 permit with sufficient capacity to treat the easterly Bradley Road roadway as proposed on the Bradley Bridge Road Improvement Project Plans prior to discharging directly into Salt Creek. Although the Bradley Bridge Road Improvement Project is a separate, independent action from the proposed Project, the proposed Project would install the modular wetlands within the Bradley Road right-of-way in accordance with the ultimate buildout condition of the Bradley Bridge Road Improvement Project.

3.3.5 Infrastructure

Utility infrastructure including water, sewer, natural gas, electricity, and telephone/cable are already established adjacent to the Project site along Bradley Road. The Eastern Municipal Water District (EMWD) will provide potable water and sewer service to the Project site, Southern California Gas Company (Gas Co.) 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

[5] The emergency access drive aisle would be painted with no parking – fire lane signage.

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 along Bradley Road. Utility infrastructure does not exist on the Project site, so relocation of such infrastructure would not be required.

This page intentionally left blank

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.

Orlando Hernandez	May 3, 2022
Signature	Date
Orlando Hernandez	
Printed Name	For Orlando Hernandez, Planning Manager

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 northeast, the San Gabriel Mountains to the northwest, and the Santa Ana Mountains to the west and southwest.

The Project site has a relatively flat topography, and there are no City-designated scenic vistas located on the Project site. From the Project site, partially obstructed views of the San Bernardino Mountains and San Gabriel Mountains are available as one looks in a north and northwest direction. Partially obstructed views of the Santa 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 northeast across Salt Creek and Bradley Road. Although these scenic vistas are partially visible from the Project site, open and direct views are mostly obstructed by intervening topography, trees, and residential/commercial development within the City.

The Project site is zoned Medium Density Residential (MDR), which has a development standard to limit building height at 40 feet above grade.[6] The Project includes residential buildings that would range between 25 and 28 feet above grade depending on the architectural type and a clubhouse

[6] City of Menifee Municipal Code. Chapter 9.130 (Residential Zones), Table 9.130.040-1 Residential Zones Development Standards.

approximately 26 feet tall constructed in the bungalow architectural style (Appendix A contains Project plans). The heights of the buildings that would be developed on site would comply with the height limitations set (no greater than 40 feet tall) as set forth by the zoning designation of the site by the City and would be commensurate with the building heights of the surrounding residential uses located west, north (across the Salt Creek Channel), and northeast of the Project site. People residing in these homes are subject to already obstructed views of scenic vistas when looking through the Project site due to the intervening topography, trees, and urbanized and built-out nature of the area. 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**. Mitigation is not required.

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 California Department of Transportation (Caltrans) Scenic Highway Program identifies a portion of State Route 74 located approximately 15 miles to the northeast of the Project site. Additionally, a portion of State Route 74 (between State Route 243 and State Route 15) and State Route 15 located respectively six miles north and eight miles southwest of the Project site are eligible State Scenic Highways.[7] Additionally, the City's General Plan shows Interstate 215 south to Murrieta and McCall Boulevard to Interstate 215 and as eligible County Scenic Highways (respectively 0.8 mile east and 1.7 miles northeast of the Project site). Although these scenic highways are in the vicinity of the Project site, urban development and topographical features such as hills located between the site and the scenic highways obstruct views of the site from these roadways. Accordingly, the scenic highways are not near enough for the Project to affect scenic resources within these scenic highways. **No impact** would occur, and no mitigation is 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. As of April 1, 2020, the United States Census Bureau estimated the City's population to be 102,527 persons and the City's land area to be approximately 46.47 square miles.[8] The Project is located in an area with at least 1,000 persons per square mile and therefore meets the definition of *Urbanized Area* under Section 15387 of the *CEQA Guidelines*.

In its existing condition, the Project site consists of vacant land covered with ruderal[9] vegetation. During construction, the presence of construction vehicles and equipment could temporarily degrade the visual quality of the Project site by removal of vegetation, heavy equipment use, and the presence of other visible general construction activity. The presence of construction equipment and vehicles

[7] California Department of Transportation (Caltrans). *California State Scenic Highway System Map.* https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. (Accessed October 18, 2021).

[8] United States Census Bureau. *QuickFacts, Menifee City, California.* U.S. Census Bureau QuickFacts: Menifee city, California. (Accessed April 22, 2022).

[9] Ruderal vegetation consists of species (often invasive) that are first to colonize disturbed lands.

would be temporary and would cease once construction is complete. Due to the temporary nature of construction activities, impacts to visual character of the site and its surroundings would be **less than significant** during construction.

The City of Menifee General Plan Land Use Map designates the site as [8.1-14 du/ac] Residential (8.1-14 R), and the City's Zoning Map identifies the Project site as Medium Density Residential (MDR). The adjacent Economic Development Corridor-Newport Road (EDC-NR) and Quasi-Public Facilities (PF) zoning designation are intended to provide neighborhood-oriented commercial uses that support nearby residential development to the north, northeast, and west. According to the City's Zoning Map, commercial, residential, and/or public facility uses are envisioned along Bradley Road in proximity to the Project site, and development of the site in accordance with the existing zoning (Medium Density Residential) would provide a logical and seamless transition between the Economic Development Corridor-Newport Road (EDC-NR) to the south and single-family residential neighborhoods to the north, northeast, and west.

The proposed Project would be designed and constructed in conformance with the requirements of Chapter 9.130 (Residential Zones), Section 9.130.040, Chapter 9.195 (Landscape Standards), and Section 9.195.050 of the City Municipal Code, which establishes development standards to ensure a high-quality development compatible with the surrounding community, the General Plan land use designation, and zoning district in which the Project is located.

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 Design Guidelines set forth in the City's Development Code to ensure a high-quality development compatible with the surrounding community, the General Plan land use designation, and zoning district. 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. Impacts would be **less than significant,** and mitigation is not 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. Light-sensitive uses near the Project site include residential uses to the north, east, and west, and there are no sources of light and glare on the Project site. The existing residential structures and commercial uses surrounding the site have proper measures in place to prevent significant light or glare. Sources of light and glare in the Project area include street lighting and vehicle lighting along the adjacent roadway (Bradley Road), which is heavily lit and well-traveled by vehicles. There are also residential light sources adjacent to the north (across the Salt Creek Channel), northeast, and west of the Project site, and light from commercial uses across Bradley Road to the east and from The Church of Jesus Christ of Latter Day Saints to the south is visible from the Project site.

Development of the Project site would introduce new sources of light into the Project area. Light poles would be installed throughout the open space area and along on-site pedestrian pathways. Both

public and private lighting would conform to City's requirements for street lighting and Design Guidelines of the Development Code. For instance, public streetlights along the Bradley Road and common area open space on the Project site will be paired with sensors for automatic nighttime lighting, include shielding devices to maintain the dark sky friendly effect, and direct or reflect light downward.

All lighting on the Project site will comply with Chapter 6.01 (Dark Sky; Light Pollution) and Chapter 9.205 (Lighting Standards) of the City Municipal Code, which require light shielding, functional and aesthetic design, and compatibility with surrounding uses. 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. The observatory requires 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 could result in glare based on the types of façades and windows used in design. The City's Design Review process includes consideration of material composition and colors to reduce potential for substantial glare from the proposed development, which does not include building façades or reflective windows that are expected to generate or contribute to existing glare within the Project area and City.

Compliance with Menifee General Plan goals, Chapter 6.01 (Dark Sky; Light Pollution) and Chapter 9.205 (Lighting Standards) of the City Municipal Code, and review of the Project design during Design Review would ensure 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 mitigation is not 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 (FMMP)[10] designates the project site as "Farmland of Local Significance." Farmland of Local Importance is defined as land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. In addition, the Project site is surrounded by land designated as "Urban and Built-Up." The Project site is not currently occupied by agricultural production, as it would conflict with the purpose and scope of existing General Plan and

[10] California Department of Conservation. *California Important Farmland Finder.* https://maps.conservation.ca.gov/DLRP/CIFF/ (Accessed October 18, 2021).

Zoning District in this part of the City. Neither the site nor adjacent properties are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, **no impact** to farmland with these designations would occur, and no mitigation is required.

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

No Impact. The Project site is zoned Medium Density Residential (MDR) and is not zoned for agricultural use. The Project site is not under a Williamson Act contract, as there are no active Williamson Act contracts in the City[11] 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 is 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 Medium Density Residential (MDR) and is not zoned as forest land, timberland, or timberland production. Additionally, none of the surrounding land uses are zoned forest land, timberland, or Timberland Production. Therefore, there is no potential for the Project to conflict with existing zoning for forest land or land zoned for Timberland Production. **No impact** would occur, and no mitigation is required.

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

No Impact. The Project site and adjacent land are not occupied by forest resources. Implementation of the proposed Project would not result in the loss or conversion of forest land to non-forest land. **No impact** would occur to forest land, and no mitigation is 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. No farmland or forest land occur on site or on adjacent land. Development of the proposed Project would occur specifically on APNs 338-150-031 and -046, with some minor improvements to City right-of-way along Bradley Road (e.g., curb, gutter, sidewalk, and installation of two modular wetlands to treat stormwater). Therefore, implementation of the proposed Project would not involve other changes in the existing environment that could result in the conversion of farmland to non-agricultural use, or conversion of forest land to non-forest use. **No impact** would occur and, no mitigation is required.

[11] City of Menifee. *General Plan Draft Environmental Impact Report. State Clearinghouse #2012071033.* Chapter 5 Environmental Analysis. Page 5.2-5. September 2013.

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 *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis* prepared by LSA Associates, Inc. for the proposed Project in December, 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 198 detached single-family residential units and a 2,800 square-foot recreation building on 14.31 gross acres. 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 Project site currently has a General Plan Land Use designation of [8.1-14 du/ac] Residential (8.1-14 R), and the Project would not require a General Plan Amendment because as the Project's proposed uses would be consistent with the applicable General Plan Land Use designation. Accordingly, the Project and its associated emissions have been anticipated in the growth projections of the City's General Plan, SCAG's RCP, and SCAQMD's AQMP. Additionally, the proposed Project as a residential use does not meet SCAQMD's criteria to be defined as a significant project.

The proposed Project would not increase the frequency or severity of an air quality standard violation or cause a new violation, and is consistent with the growth assumptions in the AQMP. Therefore, the Project is not anticipated to exceed the AQMP emissions assumptions for the site or conflict with or obstruct implementation of the AQMP. Impacts would be **less than significant,** and mitigation is not 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. According to the SCAQMD's *CEQA Air Quality Handbook*, any project in the Basin with daily emissions that exceed any of the following thresholds generally is considered as having individually and cumulatively significant air quality impacts:

- 55 lbs. per day of VOC (volatile organic compounds) (75 lbs./day during construction);
- 55 lbs. per day of NOx (oxides of nitrogen) (100 lbs./day during construction);
- 550 lbs. per day of CO (carbon monoxide) (550 lbs./day during construction);
- 150 lbs. per day of PM_{10} (particulate matter with a diameter of 10 microns or smaller) (150 lbs./day during construction)

- 55 lbs. per day of $PM_{2.5}$ (particulate matter with a diameter of 2.5 microns or smaller) (55 lbs./day during construction); and
- 150 lbs. per day of SOx (oxides of sulfur) (150 lbs./day during construction).

Construction Emissions. Impacts to air quality would occur during site preparation and construction. Major sources of emissions include exhaust emissions from construction vehicles and equipment and fugitive dust generated by construction vehicles and equipment traveling over earthen surfaces, and soil disturbances from grading and filling. Grading, and construction activities would cause combustion emissions from utility engines, heavy-duty construction vehicles, haul trucks, and vehicles transporting construction crews. Fugitive dust emissions are generally associated with land clearing, exposure of soils, and cut and fill operations.

The construction analysis includes estimating the construction equipment that would be used during each construction phase, the hours of use for that construction equipment, the quantities of earth and debris to be moved, and on-road vehicle trips (worker, soil hauling, and vendor trips). The Project is expected to result in a balanced cut-and-fill during grading.

Construction is expected to occur over the course of 21 months. The duration of construction activity and associated construction equipment was based on project plans and select CalEEMod defaults for phasing (Appendix B). The analysis assumes that construction of the Project homes would use standard construction equipment and that all standard dust control measures required by SCAQMD Rule 403 would be implemented.

Adherence to SCAQMD Rule 403, including the implementation of Best Available Control Measures (BACMs), is a standard requirement for any construction activity occurring within the Basin. Among the requirements under this rule, fugitive dust must be controlled so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. These measures may include, but are not limited to:

- Water active sites at least two times daily (locations where grading is to occur would 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.

The peak daily emissions for each criteria pollutant are calculated based on the most intensive phase of construction. Table 5.3.A identifies the maximum daily regional emissions associated with construction activities and indicates the Project would not exceed criteria pollutant emission thresholds during construction.

Table 5.3.A: Short-Term Regional Construction Emissions

Construction Phase	Maximum Daily Regional Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Site Preparation	3	33	20	<1	10	5
Grading	4	39	30	<1	6	3
Building Construction	2	19	24	<1	2	<1
Architectural Coating	56	1	3	<1	<1	<1
Paving	1	10	15	<1	<1	<1
Peak Daily Emissions	**56**	**39**	**30**	<1	**10**	**5**
SCAQMD Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis.* Table C. December 2021. (Appendix B).
Note: These estimates reflect control of fugitive dust (PM_{10} and $PM_{2.5}$) required by SCAQMD Rule 403. The values shown are the maximum summer or winter daily emissions results from the California Emissions Estimator Model (CalEEMod).

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

Operational Emissions. Long-term (operational) air pollutant emissions are those associated with area sources, stationary sources, and mobile sources involving any project-related changes. Area sources include architectural coatings, consumer products, hearths, and landscaping. Energy sources include natural gas consumption for heating and cooking. Mobile-source emissions usually result from vehicle trips associated with a project.

The California Emissions Estimator Model (CalEEMod) version 2020.4.0 was used to characterize the proposed Project's operational emissions using default parameters, except with regard to the Corporate Average Fuel Economy (CAFE) standard. This analysis assumes the project would comply with the current 2019 Title 24 standards and also assumes application of the Safe Affordable Fuel-Efficient (SAFE) rule, which increases the stringency of CAFE and CO2 emissions standards by 1.5 percent each year through model year 2026.[12] CalEEMod defaults were used for all other operational parameters.

The proposed Project would result in net increases in area-, stationary-, and mobile-source emissions. The area- and stationary-source emissions would come from many sources, including the use of consumer products, landscape equipment, general energy, and solid waste. Mobile-source emissions would occur from project-specific trip generation, of which operation of the Project is estimated to generate 1,869 vehicle trips per day.[13] Table 5.3.B details the long-term operational emissions associated with the proposed Project.

[12] The *SAFE Rule* emission factor adjustments were implemented for the operational buildout year of 2024 for Light Duty Autos and Light Duty Trucks.

[13] LSA Associates, Inc. *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis.* Page 12. December 2021. (Appendix B).

Table 5.3.B: Project Operational Emissions

Emission Type	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	8	<1	16	<1	<1	<1
Energy Sources	<1	1	<1	<1	<1	<1
Mobile Sources	5	6	45	<1	10	3
Total Project Emissions	**14**	**8**	**62**	**<1**	**10**	**3**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis.* Table E. December 2021. (Appendix B).

CO = carbon monoxide
lbs/day = pounds per day
NO_X = 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
SO_X = sulfur oxides
VOC = volatile organic compounds

As shown in Table 5.3.B, emissions generated from operation of the proposed Project would not exceed the corresponding SCAQMD daily emission thresholds for any criteria pollutant.

The cumulative impacts analysis is based on projections in the regional AQMP. As detailed in response to Checklist Question 5.3(a), the proposed Project is consistent with the General Plan Land Use Designation and zoning for the site, and its associated emissions have been anticipated in the growth projections of the City's General Plan, SCAG's RCP, and SCAQMD's AQMP. Additionally, the proposed Project as a residential use does not meet SCAQMD's criteria to be defined as a significant project. Therefore, the Project would not conflict with or obstruct implementation of the regional AQMP.

No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions would contribute to existing cumulatively significant impacts to air quality. The SCAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also have a cumulatively considerable contribution to a significant cumulative impact.

Due to the nonattainment status of the Basin, the primary air pollutants of concern would be NOx and VOCs, which are ozone precursors, and PM_{10} and $PM_{2.5}$. As detailed in Table 5.3.B, long-term emissions were calculated for VOC, NO_X, CO, SOx, PM_{10}, and $PM_{2.5}$ expected to be generated through operation of the Project and indicate Project-related emissions would not exceed the established SCAQMD daily emission thresholds for any criteria pollutants. Without any exceedance in air quality emissions thresholds, the proposed Project would not result in a cumulatively considerable contribution to significant air quality impacts. Cumulative air quality impacts would be **less than significant.** Mitigation is not required.

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

Less Than Significant Impact. The SCAQMD published its *Final Localized Significance Threshold Methodology* in June 2003 and updated it in July 2008,[14] recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors. Localized significance thresholds (LSTs) represent the maximum emissions from a project site that are not expected to result in an exceedance of the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) for CO, NO_X, PM_{10}, and $PM_{2.5}$. LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor.[15] The appropriate Source Receptor Area (SRA) for the Project site is the Perris Valley area (SRA 24).

Distance to sensitive receptors for the air quality analysis is measured from the Project construction limits to the nearest off-site residence. The nearest sensitive receptors to the Project site are single-family residential uses adjacent to the west across the Bradley Road [drainage] channel. The nearest residential structures are approximately 80 feet from the proposed construction limits.[16]

Construction LST. The LST screening table lookup methodology was created for projects up to 5 acres in size. Although the Project site is approximately 14.31 acres, SCAQMD LST surveys indicate the typical maximum daily disturbed area for a site of this size would be 4 acres, and the LSTs applied to this analysis reflect this maximum acreage of disturbance for the site on any given day.[17] Table 5.3.C lists the LST emissions and applicable thresholds (derived by interpolation) that apply during Project construction.

Table 5.3.C: Project Localized Construction Emissions

Source	Pollutant Emissions			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
On-Site Emissions (lbs/day)	39	29	9	5
Localized Significance Threshold (lbs/day)	**240**	**1,398**	**13**	**7**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis.* Table D. December 2021. (Appendix B).
Note: Source Receptor Area 24 (Perris Valley), based on a 4-acre construction disturbance daily area, distance of 80 feet from project boundary.

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

[14] South Coast Air Quality Management District. *Final Localized Significance Thresholds Methodology.* June 2003, Revised July 2008.
[15] According to the SCAQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (May 6, 2005), sensitive receptors (individuals) are those segments of a population such as children, athletes, elderly, and sick that are more susceptible to the effects of air pollution than the population at large. Land uses where sensitive receptors are most likely to spend time include schools and schoolyards, parks and playgrounds, day care centers, nursing homes, hospitals, and residential communities (Pp. G-6).
[16] LSA Associates, Inc. *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis.* Page 8. December 2021. (Appendix B).
[17] *Ibid.*

As detailed in Table 5.3.C, on-site construction emissions from the Project would not exceed the LSTs for the nearby sensitive receptors. Therefore, construction of the Project would not result in a locally significant air quality impact.

Operational LST. On-site operational emissions would occur from stationary and mobile sources. On-site vehicle emissions are the largest source of emissions, and the on-site travel for the proposed project would be restricted to the on-site roadways. Therefore, the 5 acre LSTs at a 80 foot distance (derived by interpolation) are used for the operational LST analysis.

By design, the localized impacts analysis only includes on-site sources; however, the CalEEMod outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions detailed in Table 5.3.D assume all area source emissions would occur on the Project site, all of the energy source emissions would occur off site at utility power stations, and 5 percent of the Project-related mobile sources would occur on the site.[18]

Table 5.3.D: Project Localized Operational Emissions

Source	Pollutant Emissions			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
On-Site Emissions (lbs/day)	<1	19	<1	<1
Localized Significance Thresholds (lbs/day)	**273**	**1,637**	**5**	**2**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis.* Table F. December 2021. (Appendix B).
Note: Source Receptor Area 24 (Perris Valley), 5-acres, distance of 80 feet from project boundary, and on-site traffic would be 5 percent of total mobile source trips.

CO = carbon monoxide
NO_X = 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.D shows that the localized operational emissions would not exceed the LSTs for the nearby sensitive receptors. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

Vehicular trips associated with the proposed Project would contribute to congestion at intersections and along roadway segments in the Project vicinity. Localized air quality impacts could 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

[18] Mobile-source emissions are based on an estimate of the distance project-related vehicle traffic would travel on site. A total of 5 percent is considered conservative because the average round-trip lengths assumed in CalEEMod are 16.6 miles for home-work, 8.4 miles for home-shopping, and 6.9 miles for other types of trips. Since the average on-site distance driven is unlikely to exceed 0.25 mile (approximately 3.6 percent of the lowest of the CalEEMod trip lengths), the 5 percent assumption is conservative.

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. 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 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 three years.[19] The highest CO concentrations would normally occur during peak traffic hours since reduced speeds and vehicular congestion at intersections result in increased CO emissions. Therefore, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

As detailed in Section 5.17 below, the Project is expected to add approximately 196 vehicle trips per hour to local roadways during peak commute hours. The Project would include payment of fair share fees and also implement select improvements to roadway intersections in order to achieve adequate levels of service and reduce congestion in the Project vicinity. Given the extremely low level of CO concentrations in the Project vicinity and the incremental increase in project-related vehicle trips to local roadways, Project-related vehicle trips are not expected to contribute significantly to CO concentrations. Because no CO hot spots would occur as a result of the proposed Project, Project-related impacts from CO concentrations would be less than significant.

Tables 5.3.C and 5.3.D identify the on-site construction and operational emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$, respectively, at the Project site and demonstrate that all concentrations of pollutants would be below the SCAQMD thresholds of significance for construction and operation of the Project. Therefore, both short-term (i.e., construction) and long-term (i.e., operational) LST air quality impacts would be **less than significant,** and the Project would not expose sensitive receptors to substantial pollutant concentrations. Mitigation is not 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

[19] LSA Associates, Inc. *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis.* Page 14. December 2021. (Appendix B).

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 mitigation is not 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:

- Jacobs Engineering Group, Inc. *Biological Resources Assessment, Jurisdictional Delineation Report, & MSHCP Consistency Analysis.* December 2001. (Appendix C1);
- LSA Associates, Inc., *Revised Peer Review of the Biological Resources Assessment and Jurisdictional Delineation Report (July 2011) for the River Walk Village Project in Menifee, California for MSHCP and CEQA Compliance*. January 2022 (Appendix C2);

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. Biological resources on the Project site were evaluated in the *Biological Resources Assessment, Jurisdictional Delineation Report, & MSHCP*

Consistency Analysis (Appendix C1), which was peer reviewed by LSA (Appendix C2) to ensure the proposed Project is consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and to analyze potential impacts to candidate, sensitive, and special-status species and associated habitat.

The Project site is located within the boundaries of the MSHCP and is mapped within a MSHCP Burrowing Owl Survey Area and Narrow Endemic Plant Species Survey Area. Accordingly, the Project site was subject to a reconnaissance-level biological resources assessment survey in June 2021 in addition to a burrowing owl habitat suitability assessment survey and floristic botanical field survey in accordance with the MSHCP requirements (Appendix C1).

The reconnaissance-level biological resources assessment survey indicates the Project site is substantially disturbed and no longer supports native habitats. Accordingly, no sensitive species were observed on the Project site during the reconnaissance-level field survey, and none of the listed species that have been documented in the Project vicinity (within approximately 3 miles) are expected to occur onsite due to the site's disturbed environmental conditions.[20] Additionally, the reconnaissance survey indicates the Project site does not contain any sensitive habitats, including any United States Fish and Wildlife Service (USFWS) designated Critical Habitat for any federally-listed species, and development of the site would not result in any loss or adverse modification of Critical Habitat.[21]

Jacobs conducted a burrowing owl habitat suitability assessment in June 2021 in accordance with MSHCP protocol.[22] No evidence of burrowing owl was identified on the Project site, and most of the site does not contain habitat suitable to support this species. Although burrowing owl was considered absent, there is potential for this species to occupy the site prior to development of the Project, and mitigation is required to ensure impacts to burrowing owl do not become significant. **Mitigation Measure BIO-1** has been identified to address potential impacts to burrowing owls.

MM BIO-1: Within 3 days prior to 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 commencement of any ground disturbance activities on the Project site. 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 or during construction activities at the Project site, a burrowing owl protection and relocation plan 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

[20] Jacobs Engineering Group, Inc. *Biological Resources Assessment, Jurisdictional Delineation Report, & MSHCP Consistency Analysis.* Page 19. December 2021. (Appendix C1).
[21] *Ibid.*
[22] *Ibid.*

program have been satisfied prior to the start of any on-site ground disturbance activity.

As stated previously, the Project site is substantially disturbed and is dominated by non-native invasive plant species. Accordingly, the floristic botanical plant survey yielded no evidence of any Narrow Endemic Plant Species identified by the MSHCP with potential to occur on the Project site. The entire site has been disturbed, and the habitat conditions required by these species are no longer present within the site.[23]

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 CDFW or USFWS. Due to the mobile nature of burrowing owls, there is a potential this species may occupy the site prior to ground disturbance. Implementation of **Mitigation Measure BIO-1** would reduce impacts to candidate, sensitive, or special-status species 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 reconnaissance-level biological resources assessment survey indicates the Project site is substantially disturbed and does not contain any sensitive habitats.[24] The nearest Critical Habitat unit is approximately 2 miles northwest of the Project site as part of the MSHCP unit (Unit 10) of USFWS designated Critical Habitat for the federally listed as threatened coastal California gnatcatcher (*Polioptila californica californica*). However, no portion of the Project site is located in or adjacent to MSHCP Unit 10 or any other critical habitat. Additionally, a search of the California Natural Diversity Database (CNDDB) indicates the nearest sensitive habitat is Southern Cottonwood Willow Riparian Forest located approximately 2.6 miles southeast of the Project site.[25]

The MSHCP, Section 6.1.2, requires the assessment of impacts to riparian habitats, riverine areas, and vernal pools, including focused surveys for sensitive riparian species when suitable habitat is present. The reconnaissance-level biological resources assessment survey indicates the Project site does not contain any natural or man-made features that support any aquatic resources, stream-dependent wildlife resources, or riparian habitats, riverine areas, and/or vernal pools.[26] Therefore, focused surveys for plant and animal species associated with riparian habitat are not required.

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 mitigation is not required.

[23] *Ibid.* Page 16.
[24] *Ibid.* Page 10.
[25] *Ibid.*
[26] *Ibid.* Page 17.

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. The Project-specific *Jurisdictional Delineation* (Appendix C1) revealed no evidence of wetland or non-wetland *Waters of the United States* or *Waters of the State* on the Project site.[27] Also, as stated previously, the reconnaissance-level biological resources assessment survey indicates the Project site does not contain any natural or man-made features that support any aquatic resources, stream-dependent wildlife resources, or riparian habitats, riverine areas, and/or vernal pools.[28] However, the western boundary of the Project site abuts a concrete trapezoidal Riverside County Flood Control storm water channel (Bradley Road Channel) that discharges into the Salt Creek Channel at the northwest corner of the Project site. Both the Bradley Road Channel and Salt Creek Channel feature a defined bed and bank, and the Salt Creek Channel supports some riparian vegetation.

As detailed in Section 5.10 below, storm water from the Project site would be conveyed offsite via two catch basins with parallel 24-inch storm drain pipes that discharge from an on-site bioretention basin into the Bradley Road Channel at volumes that do not exceed the existing, pre-developed condition. Bradley Road Channel is a man-made, concrete channel. The Project-specific *Jurisdictional Delineation* (Appendix C1) indicates the Bradley Road Channel is (1) a tributary that either flows year-round or has continuous flow at least seasonally, (2) conveys stormwater runoff and dry weather urban runoff to Salt Creek, and (3) has a "significant nexus" to a downstream traditional navigable water (Canyon Lake); accordingly, the Bradley Road Channel and Salt Creek are considered *Waters of the United States* and *Waters of the State.*[29] The proposed Project is expected to result in temporary impacts to jurisdictional waters (Bradley Road Channel) through temporary excavation to remove a small portion of the existing concrete channel and install an outlet storm drain and emergency overflow pipes and associated outlet connections within the east side of Bradley Road Channel. Therefore, Bradley Road Channel is subject to Sections 404 and 401 of the Clean Water Act under the jurisdictions of the United States Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB), respectively, Section 1602 of the California Fish and Game Code under the jurisdiction of the CDFW, and the Porter Cologne Water Quality Control Act under the jurisdiction of the RWQCB.

USACE 404 Permit

Pursuant to Section 404 of the Clean Water Act, Nation Wide Permits to authorize discharge of dredged or fill materials into *Waters of the United States* are general permits issued by the USACE for specific categories of activities that result in minimal impacts to aquatic resources. Specifically, the discharge must not cause the loss of greater than 0.5 acre to *Waters of the United States,* including not more than 300 feet of linear streambed. The proposed Project includes an interconnection into the Bradley Road Channel that would require removing a small portion of the existing concrete channel and installing an outlet storm drain and emergency overflow pipes and associated outlet connections within the east side of the channel. Accordingly, the temporary construction impacts

[27] *Ibid.* Page 20.
[28] *Ibid.* Page 17.
[29] *Ibid.* Page iii and Page 11.

associated with the accumulated silt removal and replacement of the damaged raw water collector is expected to be covered under a Nationwide Permit No. 7 (NWP 7) involving Outfall Structures and Associated Intake Structures.[30] Pre-construction notification to the USACE Los Angeles District engineer is required for NWP 7 prior to commencing the activity, as codified in **Mitigation Measure BIO-2.**

MM BIO-2: Prior to the issuance of any grading permit for ground disturbance in jurisdictional features, the Project Applicant shall provide to the City of Menifee evidence that a pre-construction notification has been made to the United States Army Corps of Engineers (USACE) Los Angeles District pursuant to Nationwide Permit 7 and that the USACE has issued a Federal Clean Water Act Section 404 permit and/or an Approved Jurisdictional Determination. The type, amount, and location of any required mitigation (including payment of fees or purchase of credits) shall be established by the USACE during the review of any required permit, and all applicable and required conditions (if any) identified by the USACE shall be implemented prior to commencing the activity. This measure shall be implemented to the satisfaction of the City of Menifee Community Development Department.

Regional Water Quality Control Board 401 Certification

Pursuant to Section 401 of the Clean Water Act, the Santa Ana Regional Water Quality Control Board (RWQCB) Regional Board 8 must certify that the discharge of dredged or fill material into the Bradley Road Channel and/or Salt Creek does not violate State water quality standards since both features are considered *Waters of the United States*. The RWQCB may also regulate discharges to *Waters of the State* under the California Porter-Cologne Water Quality Control Act. The proposed Project would be required to comply with Section 401 of the Clean Water Act, including applying for a permit and mitigation subject to approval by the RWQCB, as codified in **Mitigation Measure BIO-3.**

MM BIO-3: Prior to the issuance of any grading permit for ground disturbance in jurisdictional features, the Project Applicant shall provide to the City of Menifee evidence that a Federal Clean Water Act Section 401 permit from the Santa Ana Regional Water Quality Control Board (RWQCB) Regional Board 8 is issued for the proposed Project. The type, amount, and location of any required mitigation (including payment of fees or purchase of credits) shall be established by the RWQCB during the review of any required permit, and all applicable and required conditions (if any) identified by the RWQCB shall be implemented prior to commencing the activity. This measure shall be implemented to the satisfaction of the City of Menifee Community Development Department.

California Fish and Game Code Section 1602 Lake or Streambed Alteration Agreement

Pursuant to Section 1602 of the California Fish and Game Code, a Lake or Streambed Alteration Agreement is required for all activities that alter streams and lakes and their associated riparian habitat. Although there is no riparian habitat on the Project site, the Bradley Road Channel adjacent to the west of the site is identified in the Project-specific *Jurisdictional Delineation* (Appendix C1) as a

[30] *Ibid.* Page 21.

CDFW jurisdictional streambed. Temporary impacts could occur to the Bradley Road Channel through temporary excavation activities required to connect a storm drain and emergency overflow outlet into the Channel. Accordingly, the proposed Project would be required to obtain a Section 1602 Streambed Alteration Agreement from the CDFW, as codified in **Mitigation Measure BIO-4.**

MM BIO-4: Prior to the issuance of any grading permit for ground disturbance in jurisdictional features, the Project Applicant shall provide to the City of Menifee evidence that a Section 1602 Streambed Alteration Agreement is issued from the CDFW for the proposed Project. The type, amount, and location of any required mitigation (including payment of fees or purchase of credits) shall be established by the CDFW during the review of any required permit, and all applicable and required conditions (if any) identified by the CDFW shall be implemented prior to commencing the activity. This measure shall be implemented to the satisfaction of the City of Menifee Community Development Department.

The proposed Project would be required to comply with Sections 404 and 401 of the Clean Water Act, including applying for a permit and mitigation subject to approval by USACE and RWQCB, respectively, as well as obtain a Section 1602 Streambed Alteration Agreement from the CDFW. Since there is no evidence of wetland or non-wetland *Waters of the United States* or *Waters of the State* on the Project site, and impacts to off-site jurisdictional features would be minor and temporary,[31] implementation of **Mitigation Measure BIO-2** through **Mitigation Measure BIO-4** would reduce impacts to a **less than significant level with mitigation incorporated**.

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 in the form of Salt Creek adjacent to the north of the Project site, development of the site would not encroach on Salt Creek and would not obstruct or inhibit Salt Creek from continuing to serve as a

[31] *Ibid.* Page 20 and Page 21.

wildlife corridor between larger contiguous segments of land that could offer opportunities for wildlife movement. Therefore, the proposed Project would not substantially limit wildlife movement.

During the bird breeding season (typically February 1 through August 31), the Project site may be used by hawks, ravens, or other common or special status open ground birds for nesting. 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-5** as described below.

MM BIO-5: 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 1 through August 31) 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 impacts to water quality.

With implementation of **Mitigation Measure BIO-5,** impacts to potentially on-site nesting birds will be reduced to **less than significant with mitigation incorporated**.

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

No 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 the Menifee Landscape Standards (Section 9.195 of the Municipal Code) and Section 16.40 of the City Municipal Code establishing Threatened and Endangered Species Fees. No trees exist on the Project site; therefore, the Project will not be subject to the City of Menifee's tree removal ordinance. Implementation of the proposed Project would not conflict with any local policies or ordinances protecting biological resources. **No impact** would occur, and mitigation is not 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 with Mitigation Incorporated. 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, and d above. The Project is required to comply with establishing the MSHCP mitigation fee. Also, 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. However, the Project site is adjacent to the Salt Creek Channel, which is identified in the MSHCP as Public/Quasi-Public Conserved Lands.[32] Accordingly, an evaluation of potential edge effects of the Project is presented below pursuant to MSHCP Section 6.1.4 pertaining to the Urban/Wildlands interface. The Project must be conditioned to comply with the following:

Drainages: Proposed developments in proximity to the MSHCP Conservation Area shall incorporate

measures, including measures required through the National Pollutant Discharge Elimination System

(NPDES) requirements, to ensure that the quantity and quality of runoff discharged to the MSHCP Conservation Area is not altered in an adverse way when compared with existing conditions.

The proposed Project shall be conditioned to comply with Chapter 15.01 (Storm Water/Urban Runoff) and City MS4 Permit, which are regulatory requirements implemented as a routine action by the City

[32] *Ibid.* Page 21 and Page 22.

to ensure compliance with SARWQCB water quality standards through implementation of **Standard Conditions H-1** and **H-2** to ensure the proposed Project does not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water capacity.

Toxics: Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts such as manure that are potentially toxic or may adversely affect wildlife species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area.

Residential operations and maintenance on the Project site would require relatively small amounts of hazardous materials, such as chemicals associated with heating and cooling systems, fuel for landscape equipment, solvents, cleaning products, pesticides/fertilizers, and other similar chemicals. These materials are substantially similar to household chemicals and solvents already in wide use throughout the City and in the vicinity of the site.

As is the case during construction, the transport, use, and storage of hazardous materials during Project occupation would be regulated by the Riverside County Fire Department and the California Occupational Safety and Health Administration. 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 during construction and operation would be performed in accordance with the requirements of CCR Title 8, which would minimize potential discharge of such chemicals into downstream areas. Furthermore, as detailed in Section 5.10 below, the Project will obtain and comply with waste discharge requirements (WDRs) and the National Pollutant Discharge Elimination System (NPDES) permit to treat all surface runoff from paved and developed areas through implementation of applicable Best Management Practices (BMPs) during construction and installation and proper maintenance of structural BMPs during operation. Runoff patterns will be recreated to mimic the pre-development conditions within the Project site. Storm water treatment BMPs will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant material, or other elements that could degrade or harm downstream biological or aquatic resources.

Lighting: Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in Project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased.

As detailed in Section 5.1 above, light poles would be installed throughout the Project site and along on-site pedestrian pathways. Both public and private lighting would conform to City's requirements for street lighting and Design Guidelines of the Development Code. For instance, public streetlights along the Bradley Road and common area open space on the Project site will be paired with sensors for automatic nighttime lighting, include shielding devices to maintain the dark sky friendly effect, and direct or reflect light downward.

All lighting on the Project site will comply with Chapter 6.01 (Dark Sky; Light Pollution) and Chapter 9.205 (Lighting Standards) of the City Municipal Code, which require light shielding, functional and aesthetic design, and compatibility with surrounding uses. 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.

Noise: Proposed noise generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations and guidelines related to land use noise standards. For planning purposes, wildlife within the MSHCP Conservation Area should not be subject to noise that would exceed residential noise standards.

Project-related noise that could deter wildlife in the project vicinity will remain at or below residential noise standards established for the City by virtue of development of the Project site for residential uses. As detailed in Section 5.13 below, noise generated by the proposed project would be commensurate with existing ambient noise levels in the Project vicinity generated by adjacent residential uses.

Invasive Plants: The Project shall avoid the use of invasive species (MSHCP Section 6.1.4 – Table 6-2) for landscaping portions of development that are adjacent to the MSHCP Conservation Area.

The proposed Project would be designed and constructed in conformance with the requirements of Chapter 9.130 (Residential Zones), Section 9.130.040, Chapter 9.195 (Landscape Standards), and Section 9.195.050 of the City Municipal Code, which establishes development standards to ensure a high-quality development compatible with the surrounding community, the General Plan land use designation, and zoning district in which the Project is located. Approval of the proposed landscape plan would be subject to the City's Design Review process, which provides for the review of the physical improvements to the site, including landscape standards and plant palate.

Barriers: Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in the MSHCP Conservation Area.

The Project includes a six-foot-tall concrete block wall along the northern project site boundary to physically separate the site form the adjacent conservation land.

Grading/Land Development: Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area.

The proposed Project does not include any ground disturbance or development within the adjacent MSHCP Conservation Area.

As discussed in this section, implementation of **Mitigation Measure BIO-1** through **Mitigation Measure BIO-5** would ensure the proposed Project would not conflict with or obstruct implementation of the MSHCP. Furthermore, as required for all development projects in the City, the Project Applicant shall pay applicable MSHCP Local Development Mitigation fees as established and implemented by the City at the rates in force at the time grading permits are issued. Impacts from potential conflict with the MSHCP would be **less than significant with mitigation incorporated.**

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 *Phase I Cultural Resources Assessment* (Appendix D1) and *Peer Review of the Phase I Cultural Resources Assessment* prepared for the Project (Appendix D2).

5.5.1 Impact Analysis

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

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. 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." The site is undeveloped and vacant and was subject to cultural resources records searches, additional research, and a field survey as part of the *Phase I Cultural Resources Assessment* (Appendix D1).[33] The records searches and field survey did not identify any evidence of past development (e.g., structures, foundations, or built features), listed or eligible cultural resources that could qualify as "Historical Resources" pursuant to *CEQA Guidelines* Section 15064.5, or archaeological resources on or near the Project site.[34] Therefore, the potential for the Project site to yield historical resources or archaeological resources is low. Nevertheless, there is always some potential for ground-disturbing activities to encounter unanticipated subsurface cultural resources.

In accordance with State law, the Project would be required to comply with Title 14, California Code of Regulations (CCR) Section *15064.5 and* California Public Resources Code (PRC) Section *21083.2 California Environmental Quality Act-Archeological Resources,* which enable the City to require the Project Applicant to make reasonable effort to preserve or mitigate impacts to any affected significant or unique archaeological resource. Penal Code Section *622 Destruction of Sites,* establishes as a misdemeanor the willful injury, disfiguration, defacement, or destruction of any object or thing of archaeological or historical interest or value, whether situated on private or public lands. California

[33] Archaeological Associates. *Phase I Cultural Resources Assessment of the Menifee Riverwalk Project Site as Shown on TPM 38219 Located Adjacent to Bradley Road and South of the Salt Creek Channel, City of Menifee, Riverside County, California. 2nd Revision.* Pages 15 through 20. December 2021.

[34] *Ibid.* Page 19

Administrative Code, Title 14, Section 4307 states that no person shall remove, injure, deface or destroy any object of paleontological, archaeological, or historical interest or value. Furthermore, CCR Section 1427 recognizes that California's archaeological resources need to be preserved and that every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.

As discussed above, the Project site does not contain cultural resources as defined in *CEQA Guidelines* Section 15064.5(a). Nevertheless, the proposed Project must comply with all applicable regulations protecting cultural resources and would be conditioned through **Mitigation Measures CUL-1** and **CUL-2** to cease excavation or construction activities if cultural resources are identified during Project execution.

Mitigation Measure CUL-1: Prior to issuance of grading permits, the City of Menifee (City) shall verify that the following note is included on all grading plans:

> "In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, Native American Tribe(s) who have expressed interest in consulting on this Project pursuant to Public Resources Code Statute 21080.3.1 shall be contacted regarding any pre-contact and/or historic-era finds so as to provide Tribal input with regards to significance and treatment."

This measure shall be implemented to the satisfaction of the City of Menifee's Community Development Director or designee.

Mitigation Measure CUL-2: If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to Native American Tribe(s) who have expressed interest in consulting on this Project pursuant to Public Resources Code Statute 21080.3.1 for review and comment. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly. This measure shall be implemented to the satisfaction of the City of Menifee's Community Development Director or designee.

Upon implementation of **Mitigation Measures CUL-1** and **CUL-2**, the proposed Project would be conditioned to cease excavation or construction activities if cultural resources are identified during Project execution pursuant to applicable regulatory policies. Additionally, 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 tribes, would apply equally to any inadvertent discovery of prehistoric archaeological material during ground-disturbance activities. Therefore, impacts to cultural resources pursuant to §15064.5 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. In the 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 discussion and analysis presented in this section is from the *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis* prepared by LSA for the proposed Project in December, 2021 (Appendix B).

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?

And

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

Less Than Significant Impact. The Project's demand for energy during construction and operation was calculated via CalEEMod, as detailed in Appendix B.

Construction. Construction would require energy for the manufacture and transportation of building materials, preparation of the site for grading activities, utility installation, paving, and building construction and architectural coating. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, energy usage on the Project site during construction would be temporary.

The CalEEMod output for energy consumption incorporates Project compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, and California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program regulations, which include implementation of standard control measures for equipment emissions and materials recycling. Adherence to these regulations, including the implementation of Best Available Control Measures, is a standard requirement for any construction or ground disturbance activity occurring within the Basin.

Best Available Control Measures include, but are not limited to, requirements that the Project Applicant utilize only low-sulfur fuel having a sulfur content of 15 parts per million by weight or less; ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines

or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor will recycle/reuse at least 65 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the Project, in accordance with Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen).

Compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, and the CALGreen Program is required as a matter of regulatory policy, as codified in (**Standard Condition E-1**).

Standard Condition: No mitigation is required; however, the following Standard Condition is a regulatory requirement implemented as a routine action conditioned by the City to ensure impacts related to energy demand during construction remain less than significant.

Standard Condition E-1: Prior to issuance of grading and building permits, the City of Menifee shall verify that the Project Applicant and his/her contractor(s) submit plans to the City indicating incorporation of Best Available Control Measures during construction of the Project. Best Available Control Measures include, but are not limited to, requirements that the Project Applicant utilize only low-sulfur fuel having a sulfur content of 15 parts per million by weight or less; ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor must recycle/reuse at least 65 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with CALGreen regulations. This condition shall be implemented to the satisfaction of the City of Menifee Community Development Director or designee, and/or Building Official, or designee.

Through compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, and the CALGreen Program as a matter of regulatory policy (**Standard Condition E-1**), construction of the Project would demand only the energy required and would not result in wasteful, inefficient, or unnecessary energy consumption.

Operation. During Project operation, electricity would be the main form of energy consumed on the site. Electricity would be used for building heating, cooling, and lighting, and natural gas would be used for building and water heating. Table 5.6.A presents the energy use of the proposed Project.

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

Land Use	Electricity Use (kWh per year)	Natural Gas Use (kBTU per year)	Gasoline Consumption (gallons per year)	Diesel Consumption (gallons per year)
Single-Family Residential	1,576,730	5,600,810	233,468	140,965

Source: LSA Associates, Inc. *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis.* Table I. December 2021. (Appendix B).
kBTU = thousand British thermal units
kWh = kilowatt-hours

As identified in Table 5.6.A, proposed uses on the Project site would demand a total of 1,576,730 kWh of electricity and 5,600,810 kBtu of natural gas on an annual basis. In addition, the Project would result in energy usage associated with consumption of motor vehicle gasoline and diesel to fuel Project-related trips. As detailed in Table 5.6.A, the proposed Project would result in the consumption of approximately 233,468 gallons of gasoline and 140,965 gallons of diesel fuel per year.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the CCR, known as the California Building Code (CBC). The CBC is updated every three years, and the current 2019 CBC went into effect in January 2020. The California Building Standards Commission (CBSC) adopted Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen) in 2010 as part of the State's efforts to reduce GHG emissions and energy consumption from residential and nonresidential buildings. CALGreen covers the following five categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) indoor environmental quality. The City has adopted both the CBC and CALGreen Code pertaining to energy conservation standards pursuant respectively to Chapter 8.04 and Chapter 8.06 of the City Municipal Code (Ordinance No. 2019-285). Accordingly, the Project would comply with the current 2019 CALGreen Code requirements and Title 24 efficiency standards**,** which would further improve energy efficiency during operation.

Electricity is provided in the State through a complex grid of power plants and transmission lines. In 2019, California's in-state electric generation totaled 200,475 gigawatt-hours (GWh); the State's total system electric generation, which includes imported electricity, totaled 277,704 GWh.[35] Population growth is the primary source of increased energy consumption in the State; population projections show annual electricity use is anticipated to increase by approximately 1 percent per year through 2027.[36] The project's net electricity usage would total approximately 0.00008 percent[37] of electricity generated in the State in 2019, which would not represent a substantial demand on available electricity resources.

[35] California Energy Commission. *2019 Total System Electric Generation*. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2019-total-system-electric-generation. (Accessed March 10, 2021).
[36] California Energy Commission. *California Energy Demand 2018–2030 Revised Forecast.* Table ES-1. https://efiling.energy.ca.gov/getdocument.aspx?tn=223244. (Accessed March 10, 2021).
[37] 0.16 GWh (proposed project) ÷ 200,475 GWh (generated in State in 2019) = 0.00008 percent.

California's receipt capacity[38] of natural gas per day totals approximately 9.8 billion cubic feet (Bcf), and the State's average consumption is approximately 5.8 Bcf per day.[39] With a surplus receipt capacity of approximately 4 Bcf of natural gas per day, the proposed Project would demand approximately 0.14 percent of the State's natural gas surplus receipt capacity,[40] which would not represent a substantial demand on available natural gas resources.

The United States Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration (NHTSA) indicate the average fuel economy for tractors (freight trucks) is between 5.5 and 6.5 mpg.[41] The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States in 2019 is 24.9 mpg.[42] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007, which originally mandated a national fuel economy standard of 35 mpg by the year 2020, and would be applicable to cars and light trucks of Model Years 2011 through 2020.[43] The EPA and the NHTSA amended the Corporate Average Fuel Economy (CAFE) standard. The new vehicle rules under the Safe Affordable Fuel-Efficient (SAFE) rule would increase the stringency of CAFE and CO2 emissions standards by 1.5 percent each year through model year 2026.[44] This new rules applies to the emissions of light duty cars and trucks from model years 2021 to 2026.[45]

As stated in Table 5.6.A, implementation of the proposed Project would increase the Project-related annual fuel demand by approximately 233,468 gallons of gasoline and 140,965 gallons of diesel. However, progressive improvements to heavy-duty trucks (e.g., more efficient engines and improvements to aerodynamic features) and new automobiles purchased and operated by residents driving to and from the Project site would be subject to fuel economy and efficiency standards applied throughout the State. As such, the fuel efficiency of vehicles associated with Project operation would increase throughout the life of the Project as fuel efficiency of vehicles continues to improve in order to meet the State's 2030 GHG emission reduction goals pursuant to Senate Bill 32 and beyond. In addition, purchase and use of electric passenger vehicles is expected to increase, thus reducing the number and use of fossil fuel-dependent vehicles on the road as the price and efficiency of electric passenger vehicles improve and the State continues to invest in and develop infrastructure to generate electricity from renewable energy resources such as solar, wind, geothermal, and hydroelectric sources. Residents of the Project also would benefit from the site's location adjacent to Riverside Transit Route 74 bus stop at the intersection of Bradley Road and Rio Vista Drive, thus providing an enhanced network of municipal buses, bicycle infrastructure, and rideshare programs. The long-term operation of the Project would see a decrease in fuel consumption per mile due to

[38] The amount of pipeline capacity that can take natural gas supplies from interstate pipelines.
[39] California Energy Commission. *Final 2017 Integrated Energy Policy Report*. Page 228. April 2018.
[40] 5,600,810 kBtu = 0.0056 Bcf ÷ 4 Bcf = 0.14 percent of surplus receipt capacity.
[41] United States Environmental Protection Agency and the National Highway Traffic Safety Administration. *Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles – Phase 2.* Page 2-27. August 2016.
[42] United States Environmental Protection Agency. *The 2020 EPA Automotive Trends Report.* Page 12. January 2021.
[43] United States Department of Energy. *Energy Independence & Security Act of 2007*. https://www.afdc.energy.gov/laws/eisa. (Accessed March 10, 2021).
[44] LSA Associates, Inc. *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis.* Page 2. December 2021. (Appendix B).
[45] United States Environmental Protection Agency and United States Department of Transportation. *The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks.* August 24, 2018. https://www.govinfo.gov/content/pkg/FR-2018-08-24/pdf/2018-18418.pdf. (Accessed March 10, 2021).

continuous improvements to vehicles and transportation infrastructure, which would demand less energy consumption through the life of the Project.

Increasingly stringent electricity, natural gas, and fuel efficiency standards combined with compliance with the CBC and CALGreen Code as part of Chapter 8.04 and Chapter 8.06 of the City Municipal Code (Ordinance No. 2019-285) and improved alternative transportation infrastructure throughout the region would ensure operation of the Project would demand only the energy required. Construction and operation of the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts from wasteful, inefficient, or unnecessary energy consumption would be **less than significant.** Mitigation is not 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 the *Geotechnical Review/Update and Preliminary Geotechnical Evaluation ± 15-Acre Site, APNs 338-150-029 and -031, Sun City, Riverside County, California* (Geotechnical Report, Appendix E1) and *Update Preliminary Foundation and Seismic Design Parameters ± 15-Acre Site, River Walk Village Project (APNs 338-150-029 and -031), City of Menifee, Riverside County, California* (Geotechnical Report Update, Appendix E2).

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.

(i) Less Than Significant Impact. The Project site is not located within an Earthquake Fault Zone as defined by the State of California in the Alquist-Priolo Earthquake Fault Zone Act of 1972 or as defined

by the City's Local Hazard Mitigation Plan.[46] In addition, there is no evidence of any faults or faulting activity on the Project site. The risk of ground rupture due to fault displacement beneath the site is low. Impacts would be **less than significant.** Mitigation is not required.

(ii) Strong seismic ground shaking?

(ii) Less Than Significant Impact. The Project site is in the City of Menifee in the Inland Empire of southern California. The City of Menifee is located in between two of the most significant seismic faults in the southern California area – the Elsinore fault approximately 8 miles to the west, and the San Jacinto fault approximately 15 miles to the east of the Project site.[47] Due to the presence of active and inferred faults in proximity, the Project site is expected to experience occasionally moderate to severe ground-shaking, as well as some background shaking from other seismically active areas of the Southern California region.

The extent of ground-shaking associated with an earthquake is dependent upon the size of the earthquake and the geologic material of the underlying area. Construction and development of the Project would be required to comply with applicable provisions of the 2022 California Building Code (CBC). Pursuant to State law, the proposed Project would be designed to resist seismic impacts in accordance with current CBC requirements, which address general geologic, seismic (including ground shaking), and soil constraints for new buildings.

Chapter 8.04 (Building Code) and Chapter 8.26 (Grading Regulations) of the City Municipal Code incorporate design and construction standards of the applicable CBC. Prior to the issuance of a grading permit, the Project Applicant would be required to submit detailed grading plans and a site-specific geotechnical investigations of the Project prepared in conformance the current CBC and applicable Menifee standards.

Standard Conditions: The following Standard Conditions (Chapter 8.04 and Chapter 8.26 of the City Municipal Code and CBC) are regulatory requirements implemented as a routine action by the City to reduce the risk of loss, injury, or death from seismic activity.

Standard Condition G-1: Prior to issuance of grading and/or building permits, the Project Applicant shall provide evidence to the City for review and approval that proposed structures, features, and facilities have been designed and will be constructed in conformance with applicable provisions of the most current edition of the California Building Code in effect at the time of development application submittal.

The City may require additional studies and/or engineering protocols to meet its requirements prior to issuance of grading and/or building permits. This condition shall be implemented to the satisfaction of the City Community Development Director or designee.

[46] City of Menifee. *2021 Local Hazard Mitigation Plan*. 2021 LHMP Fault Map. https://www.cityofmenifee.us/DocumentCenter/View/14009/Fault_Map_2021_LHMP?bidId= (Accessed October 18, 2021).

[47] *Ibid.*

Additionally, the Project Applicant shall provide evidence to the City that the recommendations cited in the project-specific Geotechnical Investigations and any additional studies/protocols are incorporated into project plans and/or implemented as deemed appropriate by the City. Geotechnical recommendations may include, but are not limited to, removal of existing vegetation, structural foundations, floor slabs, utilities, and any other surface and subsurface improvements that would not remain in place for use with the new development. Remedial earthwork, overexcavation, and ground improvement shall occur to depths specified in the geotechnical investigations to provide a sufficient layer of engineered fill or densified soil beneath the structural footings/foundations, as well as proper surface drainage devices and erosion control. Retaining wall parameters shall be in accordance with the geotechnical investigations to protect against lateral spreading and landslides. Construction of concrete structures in contact with subgrade soils determined to be corrosive shall include measures to protect concrete, steel, and other metals. Verification testing must be performed upon completion of ground improvements to confirm that the compressible soils have been sufficiently densified. The structural engineer must determine the ultimate thickness and reinforcement of the building floor slabs based on the imposed slab loading. This condition shall be implemented to the satisfaction of the Director of Building and Safety or designee.

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 and Grading Codes, and professional engineering standards appropriate for the seismic zone in which such construction would occur. Because the proposed Project is required to comply with CBC regulations that protect habitable structures from seismic hazards and would implement recommendations from the Geotechnical Study as codified in **Standard Condition G-1**, impacts involving strong seismic ground shaking would be **less than significant**. Mitigation is not required.

(iii) Seismic-related ground failure, including liquefaction?

(iii) Less than Significant Impact. Liquefaction describes the phenomenon where ground-shaking works cohesionless soil particles into a tighter packing, which induces excess pore pressure. Engineering research of soil liquefaction potential indicates that generally three basic factors must exist concurrently in order for liquefaction to occur:

- A source of ground shaking, such as an earthquake, capable of generating soil mass distortions;
- A relatively loose silty and/or sandy soil; and
- A relative shallow groundwater table (within approximately 50 feet below ground surface) or completely saturated soil conditions that will allow positive pore pressure generation.

The California Department of Water Resources indicates groundwater levels are approximately 34 feet below the ground surface at a monitoring well located approximately 0.25 mile west of the Project site.[48] However, the Project-specific geotechnical studies conducted in 2007 and then updated in 2021 indicate the soils underlying the Project site have a low susceptibility to liquefaction.[49],[50]

Pursuant to Chapter 8.26 (Grading Regulations) of the City's Municipal Code, the Project Applicant would be required to prepare and submit detailed grading plans for the site prior to the issuance of grading permits. Implementation of **Standard Condition G-1** (compliance with the current edition of the CBC and recommendations in the project-specific Geotechnical Investigations (Appendix E1 and Appendix E2) would ensure residential development under the proposed project would be protected from seismic-related ground failure, including liquefaction. Impacts would be **less than significant,** and mitigation is not required.

(iv) Landslides?

(iv) Less than Significant Impact. A landslide generally occurs on relatively steep slopes and/or on slopes underlain by weak materials. Factors that contribute to slope failure include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures. The Project site is flat with no potential for landslides. Any retaining walls proposed on site shall be designed and constructed pursuant to the recommendations of the Project-specific Geotechnical Investigations to protect against lateral spreading and landslides **(Standard Condition G-1)**. Additionally, any retaining walls greater than 6 feet tall shall be designed for seismic lateral earth pressures pursuant to applicable provisions of the CBC. Accordingly, the flat-lying topography of the Project site ensures the likelihood of landslides or lateral spreading is **less than significant.** Mitigation is not required.

b. Would the Project result in substantial soil erosion or the loss of topsoil? 14.31 gross acres

Less Than Significant Impact. The Project site is occupied by the following soils: Domino silt loam (Du) (8.5 acres); Madera fine sandy loam, 2 to 5 percent slopes, eroded (MaB2) (1.7 acres); Willows silty clay (Wf) (0.9 acre); and Willows silty clay, strongly saline-alkali (Wh) (3.2 acres).[51] The soil on site is underlain by 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 pursuant to Chapter 8.26 (Grading Regulations) of the City Municipal Code, which require preparation of a Storm Water Pollution Prevention Plan (SWPPP) to be implemented during construction and Water Quality Management Plan (WQMP) to be implemented during operation (refer to Section 5.10,

---

48 California Department of Water Resources. *Water Data Library (WDL) Station Map.* 2020. https://wdl.water.ca.gov/WaterDataLibrary/GroundwaterBrowseData.aspx?LocalWellNumber=&StationId=48343&StateWellNumber=05S03W33K001S&SelectedCounties=&SiteCode=336924N1171956W001&SelectedGWBasins=. (Accessed November 9, 2021).

49 GeoSoils Inc., *Geotechnical Review/Update and Preliminary Geotechnical Evaluation ± 15 Acre Site, APN's 338-150-029 and 031 Sun City, Riverside County, California*. Pages 9-11. May 9, 2007. (Appendix E1).

50 GeoSoils, Inc. *Update Preliminary Foundation and Seismic Design Parameters ± 15-Acre Site, River Walk Village Project (APN's 338-150-029 and 031), City of Menifee, Riverside County, California*. Page 2. April 5, 2021. (Appendix E2).

51 United States Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey.* https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. (Accessed November 9, 2021).

Hydrology and Water Quality). Although designed primarily to protect storm water quality, the SWPPP and WQMP would incorporate Best Management Practices (BMPs) to minimize erosion. Additionally, development on the Project site would convert a majority of existing earthen and permeable surfaces to paved surfaces, which would generally reduce the potential for soil erosion from the site.

Compliance with storm water regulations include minimizing storm water contact with potential pollutants by providing covers and secondary containment for construction materials, designating areas away from storm drain systems for storing equipment and materials, and implementing good housekeeping practices at the construction site. Prior to the issuance of grading permits, the Project Applicant would be required to prepare and submit site-specific, detailed grading plans to the City in accordance with Chapter 8.26 (Grading Regulations) of the City Municipal Code.

The SWPPP and WQMP would identify BMP measures to treat and/or limit the entry of contaminants into the storm drain system. The WQMP is required to be incorporated by reference or attached to a project's SWPPP as the Post-Construction Management Plan. Adherence to the BMPs contained in the SWPPP and WQMP would ensure that impacts related to soil erosion would remain **less than significant.** Mitigation is not required.

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 is flat and surrounded by urban development. There is no evidence of landslides and/or slope instabilities on the site. According to the City's *2021 Local Hazard Mitigation Plan,* winter storms in 2010 caused extensive flooding that closed the Salt Creek Crossing at Bradley Road immediately northeast of the project site.[52] Flooding can cause cascading hazards such as slope instability, landslides, compressible/collapsible/expansive/or corrosive soils, and subsidence.[53] However, the City is in the process of designing and constructing a bridge crossing Salt Creek along Bradley Road under a separate action independent of the proposed Project that would substantially reduce flood potential in this immediate area. Additionally, the proposed Project would construct two modular wetlands within the Bradley Road right-of-way, as currently proposed on the Bradley Bridge Road Improvement Project Plans. The modular wetlands would treat stormwater runoff pursuant to the City's MS4 permit with sufficient capacity to treat the easterly Bradley Road roadway as proposed on the Bradley Bridge Road Improvement Project Plans prior to discharging directly into Salt Creek. Although the Bradley Bridge Road Improvement Project is a separate, independent action from the proposed Project, the proposed Project would install the modular wetlands within the Bradley Road right-of-way in accordance with the ultimate buildout condition of the Bradley Bridge Road Improvement Project to ensure stormwater is adequately managed in accordance with the City's MS4 permit in the interim condition until the Bradley Road Bridge Improvement Project is operational.

[52] City of Menifee. *2021 Local Hazard Mitigation Plan.* Pages 15 and 16. https://www.cityofmenifee.us/DocumentCenter/View/14009/Fault_Map_2021_LHMP?bidId= (Accessed October 18, 2021).

[53] *Ibid.* Pages 15, 16, and 35.

The Project-specific geotechnical studies conducted in 2007 and then updated in 2021 indicate the soils underlying the Project site have a low susceptibility to landslides or liquefaction.[54],[55] As required under **Standard Condition G-1,** any retaining walls proposed at the site shall be designed and constructed pursuant to the recommendations of the Geotechnical Investigations (Appendix E1 and Appendix E2), including the use of appropriate drainage equipment and select backfill to achieve an adequate soil-footing coefficient of friction.

The soils underlying the Project site, which may become moist during storm events or irrigating landscaping, would be overexcavated and recompacted to achieve foundation design tolerances and reduce any potential for dry sand settlement or hydro-consolidation when additional loads are imposed on those soils by the proposed on-site structures.[56] Shrinkage, bulking, and subsidence are primarily dependent upon the degree of soil compaction achieved during construction. The degree to which fill soils are compacted and variations in the in-situ density of existing soils will influence earth volume changes. Shrinkage should be expected as soil is removed and replaced as compacted fill. The anticipated maximum total settlement is expected to be 2 inches with a differential settlement of approximately 1 inch in a 40-foot span.[57] Accordingly, the Project would incorporate **Standard Condition G-1**, which requires proper engineering design, verification testing performed upon completion of ground improvements to confirm that the compressible soils have been sufficiently densified, and construction in conformance with current CBC standards and the recommendations outlined in the Project-specific Geotechnical Investigations (Appendix E1 and Appendix E2) to ensure a sufficient layer of engineered fill or densified soil is prepared beneath any proposed structural footings/foundations.

The Project site features flat topography without significant nearby slopes or hills, and would be developed in accordance with **Standard Condition G-1.** Therefore, potential impacts from landslides, slope instabilities, liquefaction, subsidence, and/or soil collapse are **less than significant.** Mitigation is not 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 generally have a substantial amount of clay particles, which can give up water (shrink) or absorb water (swell). The change in the volume exerts stress on buildings and other loads placed on these soils. The amount and types of clay present in the soil influence the extent or range of the shrink/swell. The occurrence of clayey soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed, and they can occur along hillside areas as well as low-lying alluvial basins. Soils on the Project Site has a very low to medium expansion potential.[58] Pursuant to **Standard Condition G-1**, the proposed Project would be designed and developed in accordance with the 2022 CBC requirements and also would implement recommended measures identified in the site-specific geotechnical reports prepared for the Project

[54] GeoSoils Inc., *Geotechnical Review/Update and Preliminary Geotechnical Evaluation ± 15 Acre Site, APN's 338-150-029 and 031 Sun City, Riverside County, California*. Pages 9-12. May 9, 2007. (Appendix E1).

[55] GeoSoils, Inc. *Update Preliminary Foundation and Seismic Design Parameters ± 15-Acre Site, River Walk Village Project (APN's 338-150-029 and 031), City of Menifee, Riverside County, California*. Page 2. April 5, 2021. (Appendix E2).

[56] *Ibid.* Page 6.

[57] *Ibid*.

[58] GeoSoils Inc., *Update Preliminary Foundation and Seismic Design Parameters 15 Acre Site Riverwalk Village Project. APN's 338-338-150-029 and 031. City of Menifee, Riverside County, California.* Page 2. April 5, 2021.

(Appendix E1 and Appendix E2). Such measures include implementation of post-tensioned foundations to protect against potentially expansive soils. With such design features and geotechnical 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 mitigation is not 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 Project would connect to the existing municipal wastewater collection system along Bradley Road. The Project would not use septic systems or alternative wastewater disposal systems, so there would be **no impact** relative to septic system or alternative wastewater disposal systems. Mitigation is not 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. According to the City of Menifee General Plan EIR, portions of the Project site are within a high and low sensitivity area for paleontological resources.[59] As excavation for construction gets underway, it is possible that unanticipated paleontological resources might be encountered at depths greater than 10 feet below grade.[60] 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 mitigate the potential to uncover undiscovered paleontological resources on the Project site, **Mitigation Measures GEO-1** is prescribed in accordance with Mitigation Measure 5-2 of the City of Menifee General Plan Draft EIR.[61]

MM GEO-1: 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

[59] City of Menifee. *City of Menifee General Plan Draft Environmental Impact Report. State Clearinghouse #2012071033.* Section 5 Environmental Analysis Cultural Resources. Figure 5.5-1. Paleontological Resources Sensitivity and Page 5.5-12. September 2013.
[60] *Ibid.* Page 5.5-16.
[61] *Ibid.* Page 5.5-18.

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-1** would reduce impacts to paleontological resources to **less than significant with mitigation incorporated**.

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 *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis* prepared by LSA for the proposed Project in December, 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 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 21-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), and 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 details 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	Total Emissions (CO_2e)
Site Preparation	18	<1	<1	18
Grading	84	<1	<1	85
Building Construction	834	<1	<1	846
Architectural Coating	10	<1	<1	10
Paving	21	<1	<1	21
Total Construction Emissions for Entire Construction Process				**980 MT CO_2e**
Total Construction Emissions Amortized over 30 years				**33 MT CO_2e**

Source: LSA Associates, Inc. *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis.* Table G. December 2021. (Appendix B).
Note: Column totals may not add due to rounding from the model results.

CH_4 = methane
N_2O = nitrous oxide
CO_2 = carbon dioxide
MT = Metric Tons
CO_2e = carbon dioxide equivalent

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 requires a project's construction GHG emissions to be amortized over the life of the project, defined as 30 years, and added to the operational emissions in order to evaluate the project's GHG emissions to the applicable interim GHG significance threshold tier. As shown in Table 5.8.A, the Project would generate 980 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 33 MT CO_2e.

Long-term operation of the proposed Project would generate direct 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 Project operation. Area-source emissions would be associated with activities such as landscaping and maintenance on the Project site. Waste source emissions generated by the proposed Project include energy generated by landfilling and other methods of solid waste disposal. Water source emissions associated with the proposed Project are generated by water demand and conveyance, water treatment, water distribution, and wastewater treatment.

Table 5.8.B details the overall GHG emissions for the proposed Project, including the operational and amortized construction emissions. Motor vehicle emissions are the largest source of GHG emissions for the Project at approximately 67 percent of the emissions total. Energy use is the next largest category at nearly 25 percent. Waste and water are about 5 percent and 2 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	3	<1	0	3	<1
Energy Source	581	<1	<1	584	25
Mobile Source	1,578	<1	<1	1,605	67
Waste Source	47	3	0	117	5
Water Source	30	<1	<1	41	2
Total Operational Emissions				**2,350**	**100.0**
Amortized Construction Emissions				33	—
Total Annual Emissions				**2,383**	**—**
SCAQMD Threshold				**2,520**	—
Exceeds Threshold?				**No**	**—**

Source: LSA Associates, Inc. *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis.* Table H. December 2021. (Appendix B).
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.[62] Based on the analysis results in Table 5.8.B, the proposed Project would result in 2,383 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**. Mitigation is not 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 to the proposed Project, the Project's GHG emissions would be reduced through 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 Connect SoCal 2020–2045 RTP/SCS establishes GHG emissions goals for automobiles and light-duty

[62] 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 is determined that the proposed Project would not exceed this screening threshold, the Project is not compared to the efficiency-based threshold of 3,000 MT CO_2e/yr.

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 are designed 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 Project's consistency with the Connect SoCal 2020–2045 RTP/SCS strategies is analyzed in detail in Table 5.8.C.

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

SCAG Strategy	Project Consistency
Focus Growth Near Destinations & Mobility Options • Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations. • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets. • Plan for growth near transit investments and support implementation of first/last mile strategies. • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses. • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods. • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations). • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking).	**Consistent:** The Project site is infill surrounded by urban development. The site is disturbed from annual weed abatement for fire suppression and weed control and therefore underutilized with respect to development density potential, especially due to its proximity to the City's Economic Development Corridor-Newport Road (EDC-NR) and Quasi-Public Facilities (PF) zones. The EDC-NR and PF zones are intended to provide neighborhood-oriented commercial uses that support nearby residential development to the north, northeast, and west. According to the City's Zoning Map, commercial, residential, and/or public facility uses are envisioned along Bradley Road in proximity to the Project site, and development of the site in accordance with the existing zoning (Medium Density Residential) would provide a logical and seamless transition between the Economic Development Corridor-Newport Road (EDC-NR) to the south and single-family residential neighborhoods to the north, northeast, and west.
Promote Diverse Housing Choices • Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations. • Preserve and rehabilitate affordable housing and prevent displacement. • Identify funding opportunities for new workforce and affordable housing development. • Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.	**Consistent:** The Project site is underutilized with respect to development density potential pursuant to the especially due to its proximity to the City's Economic Development Corridor-Newport Road (EDC-NR) and Quasi-Public Facilities (PF) zones. The Project would develop on-site pedestrian networks that would connect to existing off-site pedestrian facilities in proximity to existing commercial uses. Frontage improvements to Bradley Road would build-out the roadway's right-of-way to facilitate safer bicycle transportation in the community. Additionally, the Riverside Transit Agency operates bus route 74 adjacent to the Project site, so the Project would introduce residential

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

SCAG Strategy	Project Consistency
• Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.	uses in proximity to mass transit and opportunities for alternative modes of transportation, including walkable access to mass transit facilities and commercial, institutional, and potential employment centers.
Leverage Technology Innovations • Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space. • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments. • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation.	**Consistent:** Design elements include energy-efficient LED lighting, water-efficient faucets and toilets, water efficient landscaping and irrigation, photo-voltaic systems on the building roofs, and ENERGY STAR® appliances.
Support Implementation of Sustainability Policies • Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions. • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations. • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space. • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies. • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region. • Continue to support long range planning efforts by local jurisdictions. • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy.	**Consistent:** This strategy is programmatic and designed for implementation by county and city jurisdictions throughout the SCAG region. The Project is designed to comply with sustainability policies administered by the City of Menifee and Riverside County through compliance with current Title 24 and CALGreen requirements. Additionally, the Project proposes medium-density residential development on an underutilized site in proximity to the City's Economic Development Corridor-Newport Road (EDC-NR) and Quasi-Public Facilities (PF) zones. The EDC-NR and PF zones are intended to provide neighborhood-oriented commercial uses that support nearby residential development to the north, northeast, and west. According to the City's Zoning Map, commercial, residential, and/or public facility uses are envisioned along Bradley Road in proximity to the Project site, and development of the site in accordance with the existing zoning (Medium Density Residential) would provide a logical and seamless transition between the Economic Development Corridor-Newport Road (EDC-NR) to the south and single-family residential neighborhoods to the north, northeast, and west.
Promote a Green Region • Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards. • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	**Consistent:** The Project site is infill surrounded by urban development, so the Project would not interfere with regional wildlife connectivity. The site is underutilized with respect to development density potential pursuant to the Foothill Boulevard Specific Plan, especially due to its proximity to proximity to the City's Economic Development Corridor-Newport Road (EDC-NR) and Quasi-Public Facilities (PF) zones. The Project would comply with the

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

SCAG Strategy	Project Consistency
• Integrate local food production into the regional landscape. • Promote more resource efficient development focused on conservation, recycling and reclamation. • Preserve, enhance and restore regional wildlife connectivity. • Reduce consumption of resource areas, including agricultural land. • Identify ways to improve access to public park space.	latest Title 24 and CALGreen building standards, including incorporation of photo-voltaic equipment on building roofs, drought-tolerant landscaping, and trees for shade and carbon sequestration.

Source: Southern California Association of Governments. *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy.* Pages 49 and 50. Adopted September 2020.

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

Consistency with SCAG's RTP/SCS strategies would 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 not conflict with the strategies of the RTP/SCS; therefore, the 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. 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 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.
OSC-9.5: Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.	**Consistent:** CALGreen covers the following five categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) indoor environmental quality. The City has adopted both the CBC and CALGreen Code pertaining to energy conservation standards pursuant respectively to Chapter 8.04 and Chapter 8.06 of the City Municipal Code (Ordinance No. 2019-285). Accordingly, the Project must comply with the current 2019 CALGreen Code requirements and Title 24 efficiency standards as a matter of policy.

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

Menifee General Plan GHG Policy	Project Consistency
OSC-10.1: Align the City's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.	**Consistent:** This goal is programmatic and designed for implementation by the City. The Project is designed to comply with sustainability policies administered by the City of Menifee through compliance with current Title 24 and CALGreen requirements. Development of the site in accordance with the existing zoning (Medium Density Residential) would provide a logical and seamless transition between the Economic Development Corridor-Newport Road (EDC-NR) to the south and single-family residential neighborhoods to the north, northeast, and west in order to reduce emissions from vehicle miles traveled. 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 compared to the adjusted screening-level Tier 3 Numerical Screening Threshold of 2,520 MT CO_2e per year for all land use types and determined not to exceed this screening threshold.
OSC-10.2: Align the City's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.	**Consistent:** This goal is programmatic and designed for implementation by the City. The Project is designed to comply with sustainability policies administered by the City of Menifee through compliance with current Title 24 and CALGreen requirements. Development of the site in accordance with the existing zoning (Medium Density Residential) would provide a logical and seamless transition between the Economic Development Corridor-Newport Road (EDC-NR) to the south and single-family residential neighborhoods to the north, northeast, and west in order to reduce emissions from vehicle miles traveled. 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 compared to the adjusted screening-level Tier 3 Numerical Screening Threshold of 2,520 MT CO_2e per year for all land use types and determined not to exceed this screening threshold.

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

Menifee General Plan GHG Policy	Project Consistency
OSC-10.3: Participate in regional greenhouse gas emission reduction initiatives.	**Consistent:** This goal is programmatic and designed for implementation by the City. The Project is designed to comply with sustainability policies administered by the City of Menifee through compliance with current Title 24 and CALGreen requirements. Additionally, the Project is consistent with the GHG reduction strategies prescribed in SCAG's Connect SoCal 2020–2045 RTP/SCS.
OSC-10.4: Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.	**Consistent:** This goal is programmatic and designed for implementation by the City. The Project is evaluated for significant impacts to climate change, and based on the analysis results in Table 5.8.B, the Project would result in 2,383 CO_2e per year, which would be below SCAQMD's 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.
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 proposed Project would be required to design, construct, and maintain structures, roadways, and facilities in accordance with applicable standards governing vehicular access. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Development of the Project site includes build-out of the ultimate right-of-way of Bradley Road along the site frontage, which would provide sidewalk facilities for pedestrians and additional road width for vehicles and bicycles to operate. Project-specific improvements to Bradley Road would occur in anticipation of the future Bradley Road Bridge Project over Salt Creek and interconnect seamlessly though coordination with the City Traffic Engineer and Public Works Department during the City's precise plan review process.
C-1.5: Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.	**Consistent:** The Project is located in a low VMT-generating area/Traffic Analysis Zone (TAZ). As per the *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled* (VMT Guidelines) adopted on June 3, 2020, residential, office and mixed-use projects located in a low VMT-generating area/TAZ and consistent with the City's General

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

Menifee General Plan GHG Policy	Project Consistency
	Plan land use are presumed to have a less than significant impact on VMT.
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 proposed Project would be required to design, construct, and maintain structures, roadways, and facilities in accordance with applicable standards governing vehicular access. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Development of the Project site includes build-out of the ultimate right-of-way of Bradley Road along the site frontage, which would provide sidewalk facilities for pedestrians and additional road width for vehicles and bicycles to operate. Project-specific improvements to Bradley Road would occur in anticipation of the future Bradley Road Bridge Project over Salt Creek and interconnect seamlessly though coordination with the City Traffic Engineer and Public Works Department during the City's precise plan review process.
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.

Source: City of Menifee. *General Plan Draft Environmental Impact Report. State Clearinghouse #2012071033.* Appendix C: City of Menifee General Plan Goals and Polices. September 2013.

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

As detailed in Table 5.8.D, the Project would be consistent with GHG reduction goals and policies in the City of Menifee General Plan. In addition, the Project would be consistent with policies in the 2017 Scoping Plan, for example, through 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 mitigation is not 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 following analysis is based in part on *Phase I Environmental Site Assessment of Undeveloped Property, Assessor Parcel Number 338-150-046 and 338-150-031, Sun City, California 92586* (Appendix F).

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 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. The transport, use, and storage of hazardous materials during construction will be regulated by the Riverside County Fire Department and the California Occupational Safety and Health Administration. Additionally, the United States

Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines, as described in Title 49 of the *Code of Federal Regulations*, and implemented by Title 13 of the CCR.

Residential operations and maintenance on the Project site would require relatively small amounts of hazardous materials, such as chemicals associated with heating and cooling systems, fuel for landscape equipment, solvents, cleaning products, pesticides/fertilizers, and other similar chemicals. These materials are substantially similar to household chemicals and solvents already in wide use throughout the City and in the vicinity of the site.

As is the case during construction, the transport, use, and storage of hazardous materials during Project occupation would be regulated by the Riverside County Fire Department and the California Occupational Safety and Health Administration. Additionally, transport of hazardous materials by truck and rail on State highways and rail lines will be regulated by the United States Department of Transportation Office of Hazardous Materials Safety as described above.

Worker health and safety is regulated at the federal level by the U.S. Department of Labor, Occupational Safety and Health Administration. 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.[63] Additional regulations have been developed for construction workers potentially exposed to lead[64] and asbestos.[65]

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 during construction and operation would be performed in accordance with the requirements of CCR Title 8, which would minimize potential health hazards for construction workers, landscapers, maintenance personnel, and residents. As such, impacts would be **less than significant,** and mitigation is not required.

[63] California Code of Regulations, Title 8 5192.
[64] California Code of Regulations, Title 8 Section 1532.1.
[65] California Code of Regulations, Title 8, Section 1529.

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. The site was utilized for row crop agriculture through the 1980s but has been left vacant since then as surrounding properties were developed with residential and commercial uses and associated infrastructure.[66]

A Phase I Environmental Site Assessment (ESA) was prepared for the proposed Project in accordance with the American Society for Testing and Materials (ASTM) International Standard E1527-2013 for the purposes of identifying recognized environmental conditions or historical recognized environmental conditions[67] on the Project site (Appendix F). The Phase I ESA includes federal, State, and local records reviews (up to a one-mile radius), interviews with persons occupying [and adjacent to] the Project site, and an on-site inspection of the properties comprising the Project site. According to the Phase I ESA, no recognized environmental conditions, historical recognized environmental conditions, or controlled recognized environmental conditions occur on the Project site, nor do any such environmental conditions which are determined to occur within one mile of the Project site pose a substantial environmental hazard to the Project site or its occupants.[68]

As stated above, the Project-specific Phase I ESA did not identify any hazardous materials or recognized environmental conditions on the Project site. Any hazardous materials utilized during construction and operation of the project would be regulated by the Riverside County Fire Department and the California Occupational Safety and Health Administration to ensure impacts from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction and operation remain **less than significant**. Mitigation is not 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?

Less than Significant Impact. The Springs Charter Schools is located less than 0.25 mile south of the project site at 26800 Newport Road. As detailed in response to Checklist Question 5.09(a), the

---

66 Patel & Associates Geotechnical Services. *Phase I Environmental Site Assessment, APN 338-150-046 and 338-150-031.* Menifee, CA. Page 10. May 29, 2021. (Appendix F).

67 "Recognized environmental condition" means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The term is not intended to include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not recognized environmental conditions. "Historical Recognized environmental condition" means an environmental condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered a *recognized environmental condition* currently. If a past release of any *hazardous substances* or *petroleum products* has occurred in connection with the *property*, with such remediation accepted by the responsible regulatory agency (for example, as evidenced by the issuance of a case closed letter or equivalent), this condition shall be considered a *historical recognized environmental condition*. In addition to these environmental conditions, the Phase I ESA considered "environmental issues," defined as conditions that do not meet the ASTM definition of an REC, CREC, or HREC but that warrant consideration for disclosure in the context of acquiring and/or redeveloping the site.

68 Patel & Associates Geotechnical Services. *Phase I Environmental Site Assessment, APN 338-150-046 and 338-150-031.* Menifee, CA. Page 24. May 29, 2021. (Appendix F).

transport, use, and storage of hazardous materials during construction, operation, and occupation of the proposed residences would be regulated by the Riverside County Fire Department and the California Occupational Safety and Health Administration. The United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines.

Some common hazardous materials (e.g., fuels, lubricants, pesticides, household products, etc.) would be used at the Project site during construction and operational activities. As detailed in response to Checklist Questions 5.09(a) and 5.09(b), the Project site does not include any activities or materials that constitute a Recognized Environmental Condition that could represent a significant risk to public health or safety from construction and operation of the site. Development of the site for residential uses would include materials are substantially similar to household chemicals and solvents already in wide use throughout the City and in the vicinity of the site.

Compliance with all applicable federal, State, and local laws for construction and operation of the proposed Project would ensure impacts from the emission or handling of hazardous materials within one-quarter mile of an existing or proposed school would remain **less than significant.** Mitigation is not 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, and regulatory records review, there are currently no hazardous materials release sites on the Project site or vicinity that meet the criteria for inclusion on the Cortese List.[69] Therefore, the Project would have **no impact** related to development on a hazardous materials release site included on the Cortese List. Mitigation is not 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 4.75 miles north of the Project site and March Air Reserve Base is located 12.2 miles north of the Project site. The Project is not located in land use compatibility zones or noise contours for either the Perris

[69] *Ibid.* Pages 13 and 19.

Valley Airport or March Air Reserve Base. The Project is not 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 is required.

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

Less than Significant Impact. The City of Menifee 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. In addition, the City's *2021 Local Hazard Mitigation Plan* lists a series of projects, including the adjacent Bradley Bridge Road Improvement Project, to be implemented as part of the City Capital Improvement Plan to increase emergency response time and create enhanced evacuation routes.[70] The Bradley Bridge Road Improvement Project would act as a flood control facility and facilitate safe passage of pedestrians and motorists, including emergency responders, across the Salt Creek Channel during storms.[71] The proposed Project would install two modular wetlands within the Bradley Road right-of-way to treat stormwater runoff pursuant to the City's MS4 permit with sufficient capacity to treat the easterly Bradley Road roadway as proposed on the Bradley Bridge Road Improvement Project Plans prior to discharging directly into Salt Creek.

Regional access to the proposed Project site is from Interstate 215 and Interstate 15. In the event of an emergency, the residents occupying the Project site (once operational) would be able to evacuate the site via the primary driveway onto Bradley Road at the intersection with Rio Vista Drive. Additionally, one emergency-only gated driveway 28 feet wide would be constructed at the southeastern portion of the site that would connect Bradley Road to a 28-foot-wide on-site drive aisle for emergency ingress and egress.[72] The on-site loop road would be 28 feet wide, plus 9 feet of additional width in areas that would facilitate visitor parking stalls, in accordance with City Standard Plan No. 124 for Private Residential Streets and would interconnect to multiple on-site motor courts/common driveways to facilitate emergency vehicle access to every residence. The emergency-only gated driveway would provide an alternative ingress and egress route along Bradley Road at the southeast corner of the site should the primary driveway become inaccessible during an emergency.

The Project access and circulation design would be subject to review and approval by the County Fire and City Police Departments, City Traffic Engineer, and Public Works Department during the City's precise plan review process. The County Fire Marshal may impose additional conditions of project approval to ensure protection of life and property, including, but not limited to additional fire hydrants, increased turnaround ability, increased sprinkler density and coverage, and additional

[70] City of Menifee. *2021 Local Hazard Mitigation Plan*. Map 5: Flood Hazard. Page 39. https://www.cityofmenifee.us/DocumentCenter/View/12397/Local-Hazard-Mitigation-Plan-LHMP?bidId=. (Accessed October 20, 2021).

[71] *Ibid.*

[72] The emergency access drive aisle would be painted with no parking – fire lane signage.

means of access/egress. Impacts related to emergency access would remain **less than significant.** Mitigation is not 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 Project site is surrounded by urban development and is not within a Very High Fire Hazard Severity Zone (VHFHSZ) in the Local Responsibility Area (LRA),[73] so the risk of a wildfire event affecting the site is low. The Project would be required to comply with applicable provisions of the 2022 CBC and California Fire Code, as well as 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 will review the Project site plan to ensure adequate design features such as ignition-resistant construction, emergency evacuation, and access for first responders are implemented to reduce exposure of people and structures to wildfires. Through 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 mitigation is not required.

[73] California Department of Forestry and Fire Protection (CAL FIRE). *Fire and Resource Assessment Program (FRAP).* https://egis.fire.ca.gov/FHSZ/. (Accessed October 20, 2021).

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 based on the *Project Specific Water Quality Management Plan,* prepared by Kolibrien, October 3, 2021 (Appendix G1) and the *Preliminary Drainage Report* prepared by Kolibrien, July 5, 2021 (Appendix G2).

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 one 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 14.31 acres and therefore would be required to comply with the Construction General Permit.

The City adopted Chapter 15.01 (Storm Water/Urban Runoff) of the Municipal Code requiring preparation and adoption of a Project-specific Water Quality Management Plan (WQMP). The 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 must be submitted to the City for review and approval prior to the issuance of grading/building permits.

The proposed Project site consists of gently sloping terrain with natural gradients of less than 5 percent. The majority of the Project site consists of pervious surface area. Currently, storm water generally sheet flows in a southerly direction and drains offsite into the Salt Creek Channel. The proposed Project is expected to maintain the existing drainage pattern. Upon development of the site, all on-site storm water would be captured on site in accordance with Santa Ana Regional Water Quality Control Board Order Number R8-2010-0033, National Pollutant Discharge Elimination System Permit No. CAS618033, also known as the Municipal Separate Storm Sewer System or MS4 permit. Impervious surfaces will drain to adjacent landscaping, where feasible, for impervious area dispersion, while the majority of runoff from the site would drain to a proposed bioretention basin located at the northwest corner of the site. Storm water would be conveyed offsite via two catch basins with parallel 24-inch storm drain pipes that discharge stormwater from the bioretention basin into the Bradley Road Channel at volumes that do not exceed the existing, pre-developed condition. Additionally, two modular wetlands would be constructed within the Bradley Road right-of-way, as currently proposed on the Bradley Bridge Road Improvement Project Plans. The modular wetlands would treat stormwater runoff pursuant to the City's MS4 permit with sufficient capacity to treat the easterly Bradley Road roadway as proposed on the Bradley Bridge Road Improvement Project Plans prior to discharging directly into Salt Creek. Although the Bradley Bridge Road Improvement Project is a separate, independent action from the proposed Project, the proposed Project would install the modular wetlands within the Bradley Road right-of-way in accordance with the ultimate buildout condition of the Bradley Bridge Road Improvement Project.

Standard Conditions: The following Standard Conditions (compliance with Chapter 15.01 [Storm Water/Urban Runoff] and City MS4 Permit) are regulatory requirements implemented as a routine action by the City to ensure compliance with SARWQCB water quality standards.

Standard Condition H-1: Prior to construction, the Project Applicant shall prepare and implement a Final Storm Water Pollution Prevention Plan (SWPPP), meeting Construction General Permit requirements (Santa Ana Regional Water Quality Control Board Order Number R8-2010-0033, National Pollutant Discharge Elimination System Permit No. CAS618033, as amended) and 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 Best Management Practices (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.

Standard Condition H-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 **Standard Conditions H-1** and **H-2** would occur pursuant to Chapter 15.01 [Storm Water/Urban Runoff] and the City's MS4 Permit to ensure 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 mitigation is not 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 supplies water to the City of Menifee. The *2020 Urban Water Management Plan* indicates that the EMWD uses local and imported water to supply potable and non-potable water within its jurisdictional boundary.[74] 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 Groundwater Management Plan area.

The EMWD imports approximately half of its water supply from the Metropolitan Water District, which projects it would have adequate supply to meet demand of all of its member agencies through the year 2045 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions.[75] Through a combination of locally-sourced groundwater in conjunction with imported water from the Metropolitan Water District, the EMWD anticipates to have sufficient water supplies to meet demand through the year 2045 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions.[76] 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. Furthermore, the EMWD does not currently identify "threats to its groundwater supply that cannot be mitigated by treatment or blending, and EMWD does not anticipate a significant loss of supply due to water quality issues."[77]

The Project site is located in EMWD's San Jacinto Valley Hydraulic Unit; however, the site is not underlain by a percolation basin or other area used for intentional recharge of groundwater basins.[78] Although development of the Project would substantially increase the impervious surface area of the site, the proposed Project would be subject to **Standard Condition H-2,** which requires development and implementation of a Final Water Quality Management Plan (FWQMP) to identify BMPs to retain

74 Eastern Municipal Water District. *2020 Urban Water Management Plan.* Page E-2. July 1, 2021.
75 *Ibid.* Page 7-2.
76 *Ibid.* Page 7-7, Page 7-8, and Page 7-9.
77 *Ibid.* Page 7-4.
78 City of Menifee. *City of Menifee General Plan Draft Environmental Impact Report.* State Clearinghouse #2012071033. Page 5.9-19. September 2013.

the site's minimum design capture volume and hydromodification volume. Storm water shall be captured on the site such that post-development storm water runoff volume or time of concentration will not exceed pre-development storm water runoff. Additional project design features designed to maximize groundwater infiltration, such as roof downspouts draining into pervious, landscaped areas and maintenance of existing surface flows across the Project site into the proposed on-site bioretention basin and off-site modular wetlands would further facilitate groundwater recharge. Periodic maintenance of any required basins and landscaped areas during project occupancy and operation shall be in accordance with the schedule outlined in the FWQMP.

Through compliance with **Standard Condition H-2,** 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. Impacts would be **less than significant,** and mitigation is not 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. The Salt Creek Channel is adjacent to the north of the Project site and would be avoided during construction and operation of the Project. Currently, storm water generally sheet flows in a southerly direction and drains offsite into the Salt Creek Channel. The proposed Project is expected to maintain the existing drainage pattern and would not alter the course of any waterbodies.

Based on calculations completed in the Project-specific *Preliminary Water Quality Management Plan*, the Project site is divided into two drainage management areas (DMA A and DMA B). DMA A consists of the onsite residential area, and DBA B consists of the offsite street area where the modular wetlands would be installed.[79] Upon development of the site, all on-site storm water would be captured on site in accordance with Santa Ana Regional Water Quality Control Board Order Number R8-2010-0033, National Pollutant Discharge Elimination System Permit No. CAS618033, also known as the Municipal Separate Storm Sewer System or MS4 permit.

Impervious surfaces within DMA A will drain to adjacent landscaping, where feasible, for impervious area dispersion, while the majority of runoff from the site would drain to a proposed bioretention basin located at the northwest corner of the site. Storm water would be conveyed offsite via two catch basins with parallel 24-inch storm drain pipes that discharge stormwater from the bioretention basin into the Bradley Road Channel at volumes that do not exceed the existing, pre-developed

[79] Kolibrien. *Project Specific Water Quality Management Plan, Menifee Riverwalk Townhomes.* Appendix 1 (Maps and Site Plans). Prepared April 19, 2021, Revised October 3, 2021. (Appendix G1).

condition. The design capture volume of the proposed bioretention basin is 21,997.8 cubic feet, and it would be designed to capture 22,560 cubic feet in accordance with the City's MS4 Permit.[80]

Impervious surfaces within DMA B would drain into the two modular wetlands to be constructed within the Bradley Road right-of-way, as currently proposed on the Bradley Bridge Road Improvement Project Plans. The modular wetlands would treat stormwater runoff pursuant to the City's MS4 permit with sufficient capacity to treat the easterly Bradley Road roadway as proposed on the Bradley Bridge Road Improvement Project Plans prior to discharging directly into Salt Creek. Collectively, the design capture volume of the proposed modular wetlands is 3,068.4 cubic feet, and they would be designed to capture 5,853 cubic feet in accordance with the City's MS4 Permit.[81]

In 1968, Congress passed the National Flood Insurance Act, which created the National Flood Insurance Program (NFIP). The Flood Disaster Protection Act of 1973, which amended the 1968 Act, required the purchase of flood insurance by property owners who were located in special flood hazard areas and were being assisted by federal programs, or by federally supervised, regulated, or insured agencies or institutions. In 1994, the NFIP Reform Act went through its first major revision since its inception. Included in this revision were provisions that if a lender were to escrow an account and if the structure were in the floodplain, then the lender *must* escrow for flood insurance. The revised legislation also included increased flood insurance limits and the elimination of the 1962 buy-out program. However, the legislation did initiate the Hazard Mitigation Fund as part of the flood insurance policy. Also included in this legislation was the increase from a 5-day to a 30-day waiting period for a new policy to become effective. It also prohibits the waiver of flood insurance purchase requirements as a condition of receiving federal disaster assistance. If the flood insurance policy were not maintained, in the event of another disaster, no disaster assistance would be made available for that structure. NFIP Section 60.3(d) requires a developer to obtain a FEMA permit for a Floodway Encroachment for construction in Flood Zone AE 100-year flood zone indicating the lowest floor (including basement) must be built above a predetermined base flood elevation (BFE) for Flood Zone AE.

The Cobey-Alquist Flood Management Act (Sections 8000–9651 of the California Water Code) states that a large portion of land resources of the State of California is subject to recurrent flooding. The public interest necessitates sound development of land use, as land is a limited, valuable, and irreplaceable resource, and the floodplains of the State are a land resource to be developed in a manner that, in conjunction with economically justified structural measures for flood control, would result in prevention of loss of life and of economic loss caused by excessive flooding. The primary responsibility for planning, adoption, and enforcement of land use regulations to accomplish floodplain management rests with local levels of government. It is policy of the State of California to encourage local government to plan land use regulations to accomplish floodplain management and to provide State assistance and guidance. As part of its discretionary review process, the City must determine how the project will comply with this Act and not create flooding impacts on new occupied land uses. In addition, California Civil Code Section 1103 requires notification to those potentially affected of the risk involved in locating within a special flood hazard area (any type Zone "A" or "V")

[80] *Ibid.* Table D.3 (Calculations for LID BMPs).
[81] *Ibid.*

designated by the Federal Emergency Management Agency (FEMA) or an area of potential flooding shown on an inundation map prepared pursuant to Section 6161 of the Water Code.

According to the most recent Flood Insurance Rate Map (FIRM),[82] the southern portion of the Project site is located within Flood Zone X (Other Areas)[83] while the majority of the northern portion of the site is located within Flood Zone X (Other Flood Areas).[84] A small portion of the northeast corner of the Project site along Bradley Road is located within Flood Zone AE (100-Year Flood Zone).[85] The adjacent Bradley Bridge Road Improvement Project is designed as part of the City Capital Improvement Plan to improve flood control in the City.[86] The Bradley Bridge Road Improvement Project would facilitate safe passage of pedestrians and motorists across the Salt Creek Channel during storms while ensuring flows would be managed safely within the Salt Creek Channel.[87] The proposed Project would install two modular wetlands within the Bradley Road right-of-way to treat stormwater runoff pursuant to the City's MS4 permit with sufficient capacity to treat the easterly Bradley Road roadway as proposed on the Bradley Bridge Road Improvement Project Plans prior to discharging directly into Salt Creek in the interim condition until the Bradley Road Bridge Improvement Project is operational.

Development in 100-year flood hazard areas as mapped on a Federal Flood Hazard Boundary or FIRM requires flood-resistant construction pursuant to the regulations set forth in NFIP Section 60.3. Additionally, NFIP Section 60.3(d) requires a FEMA permit for a Floodway Encroachment for construction in the Flood Zone AE 100-year flood zone.

Standard Conditions: These aforementioned federal and State regulations serve to reduce the risk to life and damage to property from development within flood-prone areas. The following Standard Conditions (compliance with the NFIP Reform Act, NFIP Section 60.3(d), and California Civil Code Section 1103) are regulatory requirements implemented as a routine action by the City in accordance with Sections 8000–9651 of the California Water Code in order to address the potential for the Project to impede or redirect flood flows and ensure floodplain management pursuant to federal and State law.

Standard Condition H-3: Prior to issuance of grading and building permits, the Project Applicant must show proof that Project plans incorporate on-site drainage, anchoring methods to prevent floating structures, elevation of buildings above flood levels, and flood proofing, which requires buildings to be inspected and certified by a professional engineer, surveyor or building inspector in accordance with National Flood Insurance Program Section 60.3. Verification of compliance

[82] Federal Emergency Management Agency. *National Flood Insurance Program, Flood Insurance Rate Map, Riverside County, California and Incorporated Areas.* Panel 2055 of 3805. Pam Number 06065C2055H. Map revised August 18, 2014.

[83] Flood Zone X (other flood areas) correspond to areas between the limits of the 0.2 percent annual chance (500-year) flood and areas of 1 percent annual chance (100-year) flood. No base flood elevations or depths have been determined.

[84] Flood Zone X (other areas) are areas outside the 0.2 percent annual chance (500-year) flood and areas protected by levees from 1 percent annual chance (100-year) flood.

[85] Flood Zone AE is a 100-year flood zone designation (1 percent chance of being equaled or exceeded during a given year) with base flood elevations determined.

[86] City of Menifee. *2021 Local Hazard Mitigation Plan*. Page 39. https://www.cityofmenifee.us/DocumentCenter/View/12397/Local-Hazard-Mitigation-Plan-LHMP?bidId=. (Accessed October 20, 2021).

[87] *Ibid.*

with National Flood Insurance Program Section 60.3 is required prior to issuance of occupancy permits. This condition shall be implemented to the satisfaction of the City of Menifee Building and Safety Department.

Standard Condition H-4: Prior to issuance of grading and building permits, the Project Applicant shall provide evidence to the City that the grading and building plans show the lowest floor (including basement) shall be built above a predetermined base flood elevation (BFE) for Flood Zone AE. Prior to grading plan approval, the Project Applicant shall obtain a Conditional Letter of Map Revision based on Fill (CLOMR-F) from the Federal Emergency Management Agency (FEMA). Prior to issuance of the first building permit, the Project Applicant shall obtain a Letter of Map Revision based on Fill (LOMR-F) from FEMA. In accordance with California Civil Code Section 1103, notification must occur to those potentially affected of the risk involved in locating within a flood hazard or dam inundation area. This condition shall be implemented to the satisfaction of the City of Menifee Building and Safety Department.

Compliance with construction- and operation-phase storm water requirements, as set forth in **Standard Condition H-1** and **Standard Condition H-2**, would ensure post-development storm water runoff volume would not exceed the existing, pre-developed condition. Therefore, the Project would not result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site, or 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. Through compliance with the NFIP Reform Act, NFIP Section 60.3(d), and California Civil Code Section 1103, as specified in **Standard Condition H-3** and **Standard Condition H-4**, Project impacts from construction of structures which could impede or redirect flood flows would be **less than significant**. Mitigation is not required.

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

Less Than Significant Impact. The City's General Plan EIR indicates parts of the City, including the Project site, are within existing inundation areas for up to three dams at Diamond Valley Lake and for Lake Perris Dam.[88],[89] However, each of these dams has been engineered to withstand earthquakes of 7.5 magnitude along the San Jacinto Fault and 8.0 magnitude along the San Andreas Fault, and the Metropolitan Water District continuously monitors these dams and their foundations for

[88] City of Menifee. *2021 Local Hazard Mitigation Plan*. Map 5: Flood Hazard. https://www.cityofmenifee.us/DocumentCenter/View/12397/Local-Hazard-Mitigation-Plan-LHMP?bidId=. (Accessed October 20, 2021).

[89] City of Menifee. *The City of Menifee General Plan Draft Environmental Impact Report, SCH #2012071033.* Page 5.9-23. September 2013.

deformation, which would reduce impacts from damn failure to less than significant through buildout of the General Plan.[90]

FEMA[91] indicates the southern portion of the Project site is located within Flood Zone X (Other Areas)[92] while the majority of the northern portion of the site is located within Flood Zone X (Other Flood Areas).[93] A small portion of the northeast corner of the Project site along Bradley Road is located within Flood Zone AE (100-Year Flood Zone),[94] and the adjacent Bradley Bridge Road Improvement Project is designed as part of the City Capital Improvement Plan to improve flood control in the City while facilitating safe passage of pedestrians and motorists across the Salt Creek Channel during storms and ensuring flows would be managed safely within the Salt Creek Channel.[95] The proposed Project would install two modular wetlands within the Bradley Road right-of-way to treat stormwater runoff pursuant to the City's MS4 permit with sufficient capacity to treat the easterly Bradley Road roadway as proposed on the Bradley Bridge Road Improvement Project Plans prior to discharging directly into Salt Creek in the interim condition until the Bradley Road Bridge Improvement Project is operational.

The Project will be implemented in accordance with **Standard Condition H-1** through **Standard Condition H-4** to ensure flood hazards are reduced through incorporation of on-site drainage, anchoring methods to prevent floating structures, elevating buildings above flood levels, and flood proofing, which requires buildings to be inspected and certified by a professional engineer, surveyor, or building inspector. The proposed Project will be conditioned to meet these requirements, including compliance with State Civil Code Section 1103 requiring notification to those potentially affected of the risk involved in locating within a flood hazard or dam inundation area. These requirements will be confirmed through the City's plan review process.

Inundation of the proposed project site by a tsunami is highly unlikely, as the Project site is approximately 31 miles northeast of the Pacific Ocean. Menifee Lakes are artificial waterbodies located approximately 4,800 feet east of the site and are separated from the site by Antelope Road and Interstate 215 that have incorporated storm drain improvements to convey water downstream along Salt Creek. Therefore, the risk of inundation from a seiche is low. Finally, the project is a proposed residential tract that is not expected to harbor pollutants substantially different from those that would be expected to occur on nearby properties that are located along water bodies and identified to be in flood hazard areas (i.e., areas within the 1 percent annual chance (100-year) flood).

---

90 *Ibid. Pages 5.9-23 and 5.9-24.*

91 Federal Emergency Management Agency. *National Flood Insurance Program, Flood Insurance Rate Map, Riverside County, California and Incorporated Areas.* Panel 2055 of 3805. Pam Number 06065C2055H. Map revised August 18, 2014.

92 Flood Zone X (other flood areas) correspond to areas between the limits of the 0.2 percent annual chance (500-year) flood and areas of 1 percent annual chance (100-year) flood. No base flood elevations or depths have been determined.

93 Flood Zone X (other areas) are areas outside the 0.2 percent annual chance (500-year) flood and areas protected by levees from 1 percent annual chance (100-year) flood.

94 Flood Zone AE is a 100-year flood zone designation (1 percent chance of being equaled or exceeded during a given year) with base flood elevations determined.

95 City of Menifee. *2021 Local Hazard Mitigation Plan*. Page 39. https://www.cityofmenifee.us/DocumentCenter/View/12397/Local-Hazard-Mitigation-Plan-LHMP?bidId=. (Accessed October 20, 2021).

The risk of project inundation is low as a result of Metropolitan Water District's continuous monitoring and maintenance of the three dams at Diamond Valley Lake and Lake Perris Dam.[96] Through compliance with **Standard Condition H-1** through **Standard Condition H-4** for the reduction of flood hazards, impacts associated with flood hazards, tsunami, or seiches, or release of pollutants due to project inundation would be **less than significant.** Mitigation is not 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. The proposed Project would not substantially contribute to groundwater depletion, nor would it interfere with groundwater recharge. The Project does not propose direct additions or withdrawals of groundwater. Furthermore, construction proposed by the project would not involve construction at depths that would impair or alter the direction or rate of groundwater flow.

In accordance with **Standard Condition H-2,** BMPs will be designed and implemented to ensure post-development storm water runoff volume or time of concentration does not exceed pre-development storm water runoff in accordance with the NPDES MS4 Permit, so the project is not expected to inhibit the percolation of surface water into the groundwater table. Implementation of the NPDES permit in accordance with **Standard Condition H-1** and **Standard Condition H-2** ensures that the State's mandatory standards for maintenance of clean water and the federal minimums are met. BMPs detailed in an SWPPP pursuant to **Standard Condition H-1** ensure water quality impacts would be less than significant during construction. LID BMPs specified in the WQMP pursuant to **Standard Condition H-2** ensures the site's design capture volume will be directed to detention basis to facilitate infiltration into the water table. Since the project would not inhibit groundwater recharge potential, and both the EMWD and the Metropolitan Water District project adequate water supply to meet demand through the year 2045 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions[97], the Project would not conflict with any applicable water quality control plan or sustainable groundwater management plan. Impacts would be **less than significant,** and mitigation is not required.

[96] City of Menifee. *The City of Menifee General Plan Draft Environmental Impact Report, SCH #2012071033.* Pages 5.9-23 and 5.9-24. September 2013.

[97] Eastern Municipal Water District. *2020 Urban Water Management Plan.* Page 7-2, Page 7-7, Page 7-8, and Page 7-9. July 1, 2021.

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 bounded by a Salt Creek to the north, across which additional residential uses occur. The Church of Jesus Christ of Latter Day Saints and Lazy Creek Road are located adjacent to the south. Bradley Road borders the Project site to the east, across which commercial and residential uses occur. Finally, the Bradley Road Channel and residential uses are located adjacent to the west.

The Project site is currently vacant and separated by other residential uses by existing roadways and flood control channels The Project does not include the installation of infrastructure or roadways that would divide an existing community or separate existing residential uses from other residential or commercial uses. Development of residential uses on the site would contribute to the existing pattern of residential development in the community west of the Bradley Road Channel, north of the Salt Creek Channel, and east of Bradley Road. **No impact** related to the division of established community would result from development of the proposed Project. Mitigation is not 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?

No Impact. The City of Menifee General Plan land use designation for the Project site is 8.1-14 dwelling units per acre (du/ac) Residential (8.1-14 R). The intent of the 8.1-14 R designation is the development of single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes.[98] The Project site is zoned Medium Density Residential (MDR), which is intended for single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes with a density range of 8 to

[98] City of Menifee. *General Plan Land Use Element.* Exhibit LU-3, Land Use Designations. 2013.

14 dwelling units per acre.[99] **Table 3.A: Surrounding Land Uses and Setting** summarizes the existing surrounding land uses, General Plan land use designations, and zoning designations.

The Project (Tentative Tract Map PL21-0238 and Plot Plan No. 21-0239) includes development of 198 detached single-family residential units and a 2,800 square-foot recreation building on 14.31 gross acres, which equates to approximately 13.84 dwelling units per acre. See Figure 2: Conceptual Site Plan. Appendix A contains Project plans.

The Project is also proposed adjacent to the Economic Development Corridor-Newport Road (EDC-NR), which is intended to provide neighborhood-oriented commercial uses that support residential development such as that proposed by the Project adjacent to the corridor. Accordingly, the Project proposed as a residential development conforms with the City's General Plan and Zoning designations and would be consistent with and compliment the anticipated build-out of the Economic Development Corridor-Newport Road (EDC-NR) adjacent to the south and east. The Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **No Impact** would occur, and no mitigation is required.

[99] City of Menifee Municipal Code, §9.130.020(D).

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.[100] No known mineral extraction has occurred historically or is currently conducted on the site or immediate vicinity.

The project site is vacant and surrounded by single-family residences and commercial and public (Church) uses. The City of Menifee General Plan Land Use Map designates the Project site as 8.1-14 du/ac Residential (8.1-14 R),[101] and the zoning designation is Medium Density Residential (MDR).[102] **Table 3.A: Surrounding Land Uses and Setting** summarizes the existing surrounding land uses, General Plan land use designations, and zoning designations of properties in proximity to the Project site. Mineral resources extraction is not a use compatible with the existing on-site and surrounding land uses, nor is the site sufficient in size or location to support productive or cost-effective mineral

[100] City of Menifee. *City of Menifee General Plan Draft Environmental Impact Report.* State Clearinghouse #2012071033. Figure 5.11-1. September 2013.
[101] City of Menifee. *General Plan Land Use Map*. Amended March 2020.
[102] City of Menifee. *Zoning District Map*. Amended April 2020.

extraction. 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 is required.

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?

According to the City's General Plan EIR the Project site and vicinity are not located on land where known mineral resources exist or are likely to exist, and significant mineral resources are unlikely to be designated in the City through build-out of the General Plan.[103] Mineral resources extraction would conflict with the intent of the City General Plan, which 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 is required.

[103] City of Menifee. *City of Menifee General Plan Draft Environmental Impact Report.* State Clearinghouse #2012071033. Figure 5.11-1 and Page 5.11-5. September 2013.

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 the *River Walk Village Project Noise and Vibration Impact Analysis* prepared by LSA Associates, Inc., December 2021 (Appendix H).

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?

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, libraries, and parks are most sensitive to noise intrusion and therefore have more stringent noise exposure targets than commercial or industrial uses that are not subject to impacts such as sleep disturbance. Sensitive land uses generally should not be subjected to noise levels that would be considered intrusive in character. Therefore, the location, hours of operation, type of use, and extent of development warrant close analysis in an effort to ensure that sensitive receptors are not substantially affected by noise.

Sensitive receptors to noise in proximity to the Project site include residences, an assisted living facility, a church, open space, and commercial and office uses. Single-family residences are located adjacent to the west, across Bradley Road to the east, and across the open space Salt Creek Channel to the north of the Project site. The assisted living facility, commercial, and office uses are located across Bradley Road to the east of the Project site. The Church of Jesus Christ of Latter Day Saints is located adjacent to the south of the Project site. Distance to sensitive receptors for the noise analysis is measured from the Project construction limits to the nearest off-site property line.

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.

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.

The Noise Element of the City's General Plan[104] 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-1.1:** Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.
    - **Policy N-1.2:** Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the city's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.
    - **Policy N-1.3:** Require noise abatement measures to enforce compliance with any applicable regulatory mechanisms, including building codes and subdivision and zoning regulations, and ensure that the recommended mitigation measures are implemented.
    - **Policy N-1.7:** Mitigate exterior and interior noises to the levels listed in [Table 5.13.A] to the extent feasible, for stationary sources adjacent to sensitive receptors.

[104] City of Menifee. *General Plan Noise Element*. https://cityofmenifee.us/229/N-1-Noise-sensitive-Land-Uses. Accessed January 17, 2022. Adopted 2013.

Table 5.13.A: 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 Associates, Inc. *River Walk Village Project Noise and Vibration Impact Analysis*. Table E. December 2021.
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level

- **Policy N-1.8:** Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state, and city noise standards and guidelines as a part of new development review.

- **Policy N-1.12:** Minimize potential noise impacts associated with the development of mixed-use projects (vertical or horizontal mixed-use) where residential units are located above or adjacent to noise-generating uses.

- **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.

Section 8.01.010 of the City's Municipal Code 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.

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.A.

The primary existing noise sources in the Project area are transportation facilities. Traffic on Bradley 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 and office uses across Bradley Road to the east and church activities adjacent to the south.

In order to determine the existing ambient noise level in the Project vicinity, four long-term noise level measurements were taken between October 6 and October 7, 2021. During the long-term measurements, average equivalent continuous sound levels ranged from 42.1 to 65.7 dBA L_{eq} and the maximum instantaneous noise levels ranged from 46.2 to 85.9 dBA L_{max}. The calculated CNEL ranged from 54.4 to 66.3 dBA.[105]

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 high, with the 70, 65, and 60 dBA CNEL distances extending up to 162 feet, 336 feet, and 718 feet, respectively, from the roadway centerline. The modeling also indicated, existing traffic noise levels along Bradley Road are moderately high, with the 70, 65, and 60 dBA CNEL distances extending up to 54 feet, 114 feet, and 244 feet, respectively, from the roadway centerline.[106]

Construction Noise

Two types of short-term noise impacts could occur during Project construction. The first type of impact could result 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 second type of impact could result from noise generated during excavation, grading, and building erection on the site. Project-generated construction noise would vary depending on the phase of construction, construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work. Noise impacts from construction activities are analyzed based on the sensitive receptors closest to the site.

Construction crew commutes and the transport of construction equipment and materials to the site would incrementally increase noise levels on roadways leading to the site. The pieces of construction

[105] LSA Associates, Inc. *River Walk Village Project Noise and Vibration Impact Analysis*. Page 9. December 2021. Appendix H.
[106] *Ibid.* Page 10 and Page 11.

equipment for construction activities would move on site, 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 ambient noise levels would be small because the number of daily construction-related vehicle trips is small compared to existing daily traffic volume along Bradley Road.

Each doubling of the sound sources with equal strength increases the noise level by 3 dBA.[107] Therefore, traffic volumes on Bradley Road would have to double for there to be a discernable increase of 3 dBA along the roadway. The building construction phase would generate the most trips out of all of the construction phases, at 216 trips per hour and 432 trips per day based on the results of the California Emissions Estimator Model in Appendix B. Roadways that would be used to access the Project site are Bradley Road and Newport Road. Bradley Road and Newport Road have estimated existing daily traffic volumes of 16,874 and 47,784, respectively, and hourly traffic volumes of 1,687 and 4,778, respectively, near the Project site. Based on the maximum daily trips generated by Project construction activities, Project construction-related traffic would increase noise by up to 0.5 dBA.[108] Since a noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment, construction-related traffic would not substantially increase noise in the vicinity of the Project site. No short-term, construction-related impacts associated with worker commutes and transport of construction equipment and material to the Project site would occur.

The second type of short-term noise impact is related noise generated from construction activities required to develop the Project site. These activities include site preparation, 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.

Project construction would require the use of both mobile and stationary equipment. Mobile construction equipment during the noisiest construction phase for the proposed project is expected to require the simultaneous use of graders, bulldozers, and water trucks/pickup trucks. Typical noise levels range up to 88 dBA L_{max} at 50 feet during the noisiest construction phases.[109] 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 graders and bulldozers.

Noise associated with the use of construction equipment is estimated to be between 55 and 85 dBA L_{max} at a distance of 50 feet from the active construction area for site preparation and grading phases. The maximum noise level generated by each grader is 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

[107] California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol.* Pages 2-11 through 2-18. September 2013.
[108] LSA Associates, Inc. *River Walk Village Project Noise and Vibration Impact Analysis*. Page 11. December 2021. Appendix H.
[109] *Ibid.*

by water trucks/pickup trucks is approximately 55 dBA L_{max} at 50 feet from these vehicles.[110] As stated previously, 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. Based on a usage factor[111] of 40 percent, the worst-case combined noise level during this phase of construction would be 88 dBA L_{eq} at a distance of 50 feet from the active construction area.[112]

Table 5.13.B shows the combined construction noise level at each of the sensitive land uses surrounding the Project site based on standard construction equipment during the site preparation and grading phase.

Table 5.13.B: Summary of Construction Noise Levels

Land Use	Direction	Reference Noise Level (dBA) at 50 feet		Distance[1] (feet)	Distance Attenuation (dBA)	Noise Level (dBA)	
		L_{max}	L_{eq}			L_{max}	L_{eq}
Residence	North	88	84	430	18.7	69.3	65.3
Residence	East	88	84	80	4.1	83.9	79.9
Residence (Assisted Living)	East	88	84	80	4.1	83.9	79.9
Commercial/ Office	East	88	84	80	4.6	83.4	79.4
Church	South	88	84	50	0.0	88.0	84.0
Residence	West	88	84	65	2.3	85.7	81.7

Source: LSA Associates, Inc. *River Walk Village Project Noise and Vibration Impact Analysis*. Table I. December 2021. Appendix H.
[1] For standard construction equipment, the distance is measured from the Project construction boundary to the adjacent property line.
dBA = A-weighted decibel
L_{max} = maximum instantaneous noise level L_{eq} = equivalent continuous sound level

As shown in Table 5.13.B, land uses surrounding the Project site would experience short-term construction noise levels of 69.3 to 88 dBA L_{max}. The closest residential properties to the west and commercial/office properties to the east may be subject to short-term construction noise reaching 85.7 dBA Lmax (81.7 dBA Leq) and 83.4 dBA Lmax (79.4 dBA Leq), respectively. Also, The Church of Jesus Christ of Latter Day Saints may be subject to short-term construction noise reaching 88.0 dBA Lmax (84.0 dBA Leq) or higher generated by construction activities on the Project site. Ambient noise levels in the Project vicinity range between 42.1 and 65.7 dBA L_{eq} and between 46.2 and 85.9 dBA L_{max} based on the long-term noise level measurements conducted around the Project site.[113] 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 Section 8.01.010 of the City's Municipal Code and Section 9.215.060 of the City's

110 LSA Associates, Inc. *River Walk Village Project Noise and Vibration Impact Analysis*. Table H. December 2021. Appendix H.
111 The usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
112 LSA Associates, Inc. *River Walk Village Project Noise and Vibration Impact Analysis*. Page 11 and Page 12. December 2021. Appendix H.
113 *Ibid.* Page 13 and Figure 3.

Development Code, and the best construction practices identified below, incorporated into the Project as conditions of approval pursuant to the City's Codes, 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 best construction practices identified above, incorporated as conditions of Project approval pursuant to the City's Codes, the Project would not result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance. Impacts associated with construction noise would be **less than significant**. Mitigation is not required.

Operational Noise

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 without and with the Project were obtained from the Project's Traffic Study (Appendix I1) and are shown in Tables 5.13.D and 5.13.E, respectively, to evaluate traffic noise. The standard vehicle mix for Southern California roadways was used for traffic on these roadway segments.

Table 5.13.D: 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 (dBA)
Bradley Road between Rio Vista Drive and Lazy Creek Road	16,874	< 50	106	227	68.4	18,370	54	112	240	68.8	0.4
Bradley Road between Lazy Creek Road and Park Avenue	17,989	53	111	237	68.7	19,391	55	116	249	69.0	0.3
Bradley Road between Park Avenue and Newport Road	18,775	54	114	244	68.9	20,177	57	119	256	69.2	0.3
Newport Road between Bradley Road and Calle Tomas	47,911	123	254	542	72.5	48,939	125	258	550	72.5	0.0
Newport Road between Calle Tomas and Avenida De Cortez/Town Center Drive	47,784	123	254	542	72.4	48,812	124	257	549	72.5	0.1
Newport Road between Avenida De Cortez/Town Center Drive and Haun Road	54,834	134	278	593	72.9	55,768	135	281	600	73.0	0.1
Newport Road between Haun Road and I-215 Southbound Ramps	73,055	162	336	718	73.8	73,897	163	339	723	73.8	0.0

Source: LSA Associates, Inc. *River Walk Village Project Noise and Vibration Impact Analysis*. Table L. December 2021. Appendix H.

Note: Traffic noise within 50 feet 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.E: 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
Bradley Road between Rio Vista Drive and Lazy Creek Road	19,095	55	115	247	68.9	20,591	58	121	259	69.3	0.4
Bradley Road between Lazy Creek Road and Park Avenue	20,655	58	121	260	69.3	22,057	60	127	271	69.6	0.3
Bradley Road between Park Avenue and Newport Road	24,743	65	137	293	70.1	26,145	67	142	304	70.3	0.2
Newport Road between Bradley Road and Calle Tomas	59,932	141	294	629	73.4	60,960	142	298	637	73.5	0.1
Newport Road between Calle Tomas and Avenida De Cortez/Town Center Drive	60,296	141	295	632	73.5	61,324	143	299	639	73.5	0.0
Newport Road between Avenida De Cortez/Town Center Drive and Haun Road	68,739	154	322	689	73.9	69,673	155	325	696	74.0	0.1
Newport Road between Haun Road and I-215 Southbound Ramps	89,195	183	383	820	74.6	90,037	184	385	825	74.7	0.1

Source: LSA Associates, Inc. *River Walk Village Project Noise and Vibration Impact Analysis*. Table M. December 2021. Appendix H.

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.D and Table 5.13.E show that the Project-related traffic noise would increase by up to 0.4 dBA. Since a noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment, no traffic noise impacts from Project-related traffic on off-site sensitive receptors would occur.

Stationary Noise. Stationary noise from residential land uses occurs primarily from heating, ventilation, and air conditioning (HVAC) equipment. The Project would include an HVAC unit with each residential unit (total 198), plus an HVAC unit for the 2,800-square foot clubhouse. The HVAC equipment could operate 24 hours a day, and each residential HVAC unit would generate a noise level of 43 dBA at 50 feet.[114] Section 9.215.060(B)(10) of the City's Development Code exempts sound emanating from HVAC equipment in proper repair. Therefore, no noise impacts from on-site HVAC equipment would occur. Since the proposed Project is strictly residential, no other activities on the Project site are expected to exceed the City's residential daytime exterior and interior noise standards of 65 dBA L_{eq} (10-minute) and 55 dBA L_{eq} (10-minute), respectively, or nighttime exterior and interior noise standards of 45 dBA L_{eq} (10-minute) and 40 dBA L_{eq} (10-minute), respectively (refer to Table 5.13.A).

The proposed Project would develop single-family residential uses substantially similar to the existing [residential] uses adjacent to the west, across Salt Creek to the north, and across Bradley Road to the east. Additionally, City's residential noise standards summarized in Table 5.13.A are the most stringent and therefore would apply to the church property adjacent to the south. Accordingly, the proposed project is anticipated to generate noise of similar or lesser frequency and intensity as the existing ambient noise levels in the Project site vicinity, and operation of the Project would not exacerbate the existing ambient noise levels generated by the surrounding uses. Through compliance with the City's Municipal Code and Development Code pertaining to noise, no substantial temporary or permanent increase in ambient noise levels in the Project vicinity in excess of applicable standards would occur. Impacts would be **less than significant,** and mitigation is not required.

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

Less Than Significant Impact. 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.F 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.G 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 vibration velocity decibels (VdB), which is equivalent to 0.5 inches per second (in/sec) in peak particle velocity (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).

[114] *Ibid.* Page 16.

Table 5.13.F: 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 Associates, Inc. *River Walk Village Project Noise and Vibration Impact Analysis*. Table C. December 2021. Appendix H.
[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.G: 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 Associates, Inc. *River Walk Village Project Noise and Vibration Impact Analysis*. Table D. December 2021. Appendix H.

[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

The Noise Element of the City's General Plan[115] lists the Goals and Policies required to meet the City's vibration-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-1.13:** Require new development to minimize vibration impacts to adjacent uses during demolition and construction.

Section 9.210.070 of the City's Development Code 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 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.

Although vibration levels generated from short-term construction are exempted from Section 9.210.070 of the City's Development Code, vibration levels generated from short-term construction

[115] City of Menifee. *General Plan Noise Element*. https://cityofmenifee.us/229/N-1-Noise-sensitive-Land-Uses. Accessed January 17, 2022. Adopted 2013.

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 root-mean-square (RMS) velocity are best for characterizing human response to building vibration, whereas vibration levels in PPV are best for characterizing structural damage potential. As show in Table 5.13.G, 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.[116] Table 5.13.H 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 west across the Bradley Road Channel, the Church of Jesus Christ of Latter Day Saints to the south, and commercial/office buildings to the east across Bradley Road and would experience a vibration level of up to 73 VdB (0.017 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 the church and 84 VdB for the commercial/office uses, which are not as sensitive to vibration.

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 (Bradley Road, and Newport Road) are exempt based on Section 9.210.070 of the City's Development Code.

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 mitigation is not 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 Perris Valley Airport (located at 2091 Goetz Road in the City of Perris) is located 4.75 miles north of the Project site, and March Air Reserve Base is located 12.2 miles north of the Project site. The Project is not located in land use compatibility zones or 55 dBA CNEL noise contours for either the Perris Valley Airport or March Air Reserve Base. The Project is not 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. The Project therefore would not expose people residing or working in the Project area to excessive airport-related noise. **No impact** would occur, and no mitigation is required.

[116] LSA Associates, Inc. *River Walk Village Project Noise and Vibration Impact Analysis*. Page 14. December 2021. Appendix H.

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	445	49	0.001
		Loaded Truck	86	0.076	445	48	0.001
Residential	East	Large Bulldozer	87	0.089	95	70	0.012
		Loaded Truck	86	0.076	95	69	0.010
Residential (Assisted Living)	East	Large Bulldozer	87	0.089	100	69	0.011
		Loaded Truck	86	0.076	100	68	0.010
Commercial/Office	East	Large Bulldozer	87	0.089	140	65	0.007
		Loaded Truck	86	0.076	140	64	0.006
Church	South	Large Bulldozer	87	0.089	75	73	0.017
		Loaded Truck	86	0.076	75	72	0.015
Residence	West	Large Bulldozer	87	0.089	80	72	0.016
		Loaded Truck	86	0.076	80	71	0.013

Source: LSA Associates, Inc. *River Walk Village Project Noise and Vibration Impact Analysis*. Table K. December 2021. Appendix H.
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

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 residential development consisting of a 198 detached single-family dwelling units, which is estimated to add approximately 576 residents[117] to the City's existing population. The City General Plan Land Use Element provides residential density standards for properties zoned Medium Density Residential at 8.1-14 du/ac, permitting a maximum of 14 dwelling units per acre. The proposed Project would be consistent with the Medium Density Residential standards, as it would develop 13.84 residential units per acre on the site (198 units ÷ 14.31-acre parcel). As such, implementation of the proposed Project is consistent with planned growth within the City, and the proposed Project would not directly or indirectly induce growth in the City. Impacts would be **less than significant,** and mitigation is not 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 vacant (undeveloped). Housing does not exist on the site, so 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 is required.

[117] California Department of Finance. *Table 2: E-5 City/County Population and Housing Estimates*, 1/1/20. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/. (Accessed April 26, 2021). 2.91 persons per household × 198 units = 576.18 or 576 residents.

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.

Less Than Significant Impact. The Riverside County Fire Department (RCFD) provides fire protection, fire prevention, and emergency services to the Project site through a contract with the City of Menifee. The City of Menifee is served by four RCFD fire stations within its jurisdiction. The Menifee Fire Station 7, located at 28349 Bradley Road approximately 1.2 miles north of the site, is the nearest fire station. Fire Station 7 is staffed with two Type I Engines. Average travel time between Fire Station 7 and the Project site is 4 minutes. The next nearest fire station is Menifee Lakes Station 76 located at 29950 Menifee Road approximately 2.3 miles east of the Project site. This station is equipped with a Type I Engine, Aerial Truck, and Urban Search and Rescue. Average travel time between Fire Station 76 and the Project site is 8 minutes. The Project site is located in a suburban setting already served by the RCFD. Since first responders already patrol the project vicinity, compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, would ensure implementation of the proposed Project would not adversely affect travel time between the nearest fire station and 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 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 four existing RCFD stations within Menifee are capable of serving 8,000 residential units. The City currently has approximately 33,884 residential units within its jurisdiction served by the four RCFD fire stations.[118] As such, the City and RCFD fall short of an adequate supply of fire stations for the number of residential units currently developed in the City.

Two additional fire stations are planned to be developed in the City, and a third is planned in the south part of the City of Perris, described as follows:[119]

- 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 198 residential units. Development of the Project may incrementally increase the demand for fire protection services through an increase in population and structures within the RCFD service area. The Project, however, is consistent with the City's 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. Therefore, the proposed Project is accounted for in the need for fire service as the City is built out. Additionally, through the execution of mutual aid agreements maintained with neighboring jurisdictions, the City would have the additional firefighting support of nearby fire departments and districts to provide assistance during major emergencies.

Project design features incorporated into the structural design and layout of the proposed development would keep service demand increases to a minimum. For example, the Project must coordinate with the RCFD during the development review process to identify and mitigate any fire hazards and ensure adequate emergency water flow, fire-resistant design and materials, early warning systems and evacuation routes, restricted red curb areas and emergency vehicle access entries from Bradley Road. To further offset incremental impacts to existing and future RCFD service, the Project Applicant 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 facilitate adequate service by the RCFD. The proposed Project would also be designed in compliance with the current California Fire Code as adopted by the

[118] Southern California Association of Governments. *Local Profiles Report 2019, Profile of the City of Menifee.* Page 3. May 2019.
[119] City of Menifee. *General Plan Draft Environmental Impact Report. State Clearinghouse #2012071033.* Chapter 5 Environmental Analysis. Page 5.14-1. September 2013.

City of Menifee through Municipal Code Chapter 8.20. The 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 would review the Project plans to ensure that development on the site would occur in compliance of the California Fire Code and Municipal Code Chapter 8.20. With payment of the DIFs and development of the proposed Project in compliance with the applicable regulations, the Project would not preclude existing fire stations from meeting the increased incremental demand for fire protection services in addition to RCFD's existing service capacity.

Any future construction of new or expansion of existing fire protection facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated at the time such development actions are proposed to or by the City. 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 mitigation is not 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 1.4 miles east of the Project site).

The proposed Project could increase law enforcement calls for service to the site, as it would be developed on vacant land. 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 drive aisle lighting, building façade lighting, low-lying landscaping designed to minimize opportunities for concealment, continued maintenance activities on the site, deadbolts/locks on building exterior doors, and perimeter retaining walls.

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 residential developments in the City. Additionally, the Project site is an infill site surrounded by existing development and therefore is located in an area of the City already patrolled by the Menifee Police Department. As detailed in response to Checklist Question 5.14(a), implementation of the proposed Project is consistent with planned growth within the City and would not induce substantial population growth in the City or region. Therefore, the project's increase in demand of new or expanded police services would be negligible. Additionally, through the execution of mutual aid agreements maintained with neighboring jurisdictions, the City would have additional police services to provide assistance during major emergencies.

Pursuant to Chapter 8.02 (Development Impact Fees) of the Menifee Municipal Code, the Project applicant would pay fees to be used for capital improvements to the Menifee Police Department when required. The City monitors police staffing levels as part of the annual budgeting process to ensure that adequate police protection can continue even after new development projects are approved and constructed. Therefore, projections made by the Menifee Police Department and the City ensure that adequate police protection will be maintained as development of the Project occurs.

Any future construction of new or expansion of existing police protection facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated at the time such development actions are proposed to or by the City. Since the Project is proposed in accordance with the planned development of the site per the City General Plan and would result in a negligible increase in City population, the Project would not degrade the Menifee Police Department's performance to the point that a new facility or expansion of an existing facility, the construction of which could cause significant environmental impacts, would be needed. Impacts would be **less than significant,** and mitigation is not 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 Elementary 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).[120,121]

The closest elementary school serving the Project site is Chester W. Morrison Elementary School located at 30250 Bradley Road, approximately 0.6 mile south of the site. Chester W. Morrison Elementary School had a 2020–2021 enrollment of 425 students. The closest middle school serving the Project site is Menifee Valley Middle School located at 26255 Garbani Road, approximately 3.5 miles south of 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 1.7 miles south of the site. Paloma Valley High School had a 2020–2021 enrollment of 3,311.

The proposed Project would include the development of 198 multifamily residential units, which is estimated to add approximately 576 residents[122] to the City's existing population. Children composinga portion of the 576 residents 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 Chester W. Morrison Elementary School, Menifee Valley Middle School, and Paloma Valley High School, as these three schools are the closest schools to the Project site.

[120] 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 December 3, 2021).

[121] 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 December 3, 2021).

[122] California Department of Finance. *Table 2: E-5 City/County Population and Housing Estimates*, 1/1/20. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ (Accessed April 26, 2021). 2.91 persons per household × 198 units = 576.18 or 576 residents.

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 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 (per unit)	Total Students	Student Generation Rate	Total Students	Student Generation Rate	Total Students
198 Single-Family Detached Units	0.3119	62	0.1525	30	0.1317	26

Source: City of Menifee. *General Plan Draft Environmental Impact Report. State Clearinghouse #2012071033.* Chapter 5 Environmental Analysis. Tables 5.14-5 and 5.14-6. September 2013.

Based on the generation rates identified above in **Table 5.15.A**, 62 elementary school students, 30 middle school students, and 26 high school students are anticipated to be generated by the proposed Project. The Project is consistent with the growth projections of the City and region, and the three schools are anticipated to adequately accommodate the new students generated by the proposed Project. In addition, some residents that would occupy the proposed Project may already reside in the City.

California Government Code (Section 65995[b]) establishes the base amount of allowable developer fees imposed by school districts. These base amounts are commonly referred to as "Level 1 fees" and are subject to inflation adjustment every two years. School districts are placed into a specific "level" based on school impact fee amounts that are imposed on the development. With the adoption of Senate Bill 50 and Proposition 1A in 1998, schools meeting certain criteria can now adopt Level 2 and 3 developer fees. The amount of fees that can be charged over the Level 1 amount is determined by the district's total facilities needs and the availability of State matching funds. If there is State facility funding available, districts are able to charge fees equal to 50 percent of their total facility costs, termed "Level 2" fees. If, however, there are no State funds available, "Level 3" fees may be imposed for the full cost of their facility needs.[123]

California Government Code (Section 65995[b]) establishes the base amount of allowable developer fees imposed by school districts. Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed … are hereby deemed to be full and complete mitigation of the impacts … on the provision of adequate school facilities." The project will be required to pay these development fees in accordance with Government Code 65995 and Education Code 17620. 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,

[123] California State Legislature, Legislative Analyst's Office. *An Evaluation of the School Facility Fee Affordable Housing Assistance Programs*. January 2001. http://www.lao.ca.gov/2001/011701_school_facility_fee.html. (Accessed October 15, 2021).

response times, or other performance standards. Impacts would be **less than significant,** and mitigation is not 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.[124] 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 3.4-acre Lazy Creek Recreation Center (located at 26480 Lazy Creek Road) 0.65 mile west of the site. The amenities at Lazy Creek Recreation Center include a community building, two playgrounds/tot lots, seven picnic tables, two basketball half-courts, one open field, and one sand volleyball court.[125]

The proposed Project would develop 198 single-family residential units and one 2,800-square foot clubhouse with swimming pool and two tot lots on 14.31 acres. The proposed Project would also include approximately 187,073 square feet of additional open space in the form of private patios, walkways, landscaping, and pool deck. The proposed Project would develop a total of 4.29 acres of private open space.

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 requires the Project Applicant to dedicate approximately 2.8215 acres of park or recreational facility in order to be compliant with Chapter 7.75 of the City of Menifee Municipal Code.[126]

The amount of open space proposed by the Project (4.29 acres) would exceed the minimum required under the Municipal Code, but the proposed open space is 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 of the Project would be likely to use the on-site amenities first before going to a nearby park. 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 amount of the fee would be equal to the new development's fair share of the costs of developing new parks, open space and recreation facilities, including the acquisition, design, and construction.

The Project is consistent with the planned growth of the City and region and therefore would not generate a substantial increase in population within the City. Accordingly, no negative impact related to the City's adopted goal of 5.0 acres of parkland for every 1,000 residents would result from the

[124] City of Menifee. *Trails, Parks, Open Space & Recreation Master Plan.* Pages 35 through 37. February 2016.
[125] *Ibid.* Figure 2.3-2.
[126] Menifee Municipal Code, Section 7.75.060: Parkland dedication requirement based on the following formula: Average number of persons per unit (2.85 for single-family (attached garage) × 0.005 acre = acreage of parkland required per unit. 2.85 × 0.005 = 0.01425 acres per unit. 198 units × 0.01425 = 2.8215 acres of park or recreational facility required to be dedicated.

proposed development. The increased demand for new or expanded park facilities would be negligible.

Any future construction of new or expansion of existing park facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated at the time such development actions are proposed to or by the City. The City's joint-use agreement facilities, combined with neighboring parks and project design to include a 2,800-square foot clubhouse with swimming pool and two tot lots plus 4.29 acres of private open space, would offset any incremental increase in parkland demand. Impacts are **less than significant,** and mitigation is not 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 576 residents, the proposed Project would not result in a substantial increase in the use of these facilities.

As is the case for fire, police, school, and park facilities, the Project would be required to pay development fees used to fund capital costs associated with constructing new public facility structures and purchasing equipment for new public facilities, including libraries, community centers, and public healthcare facilities. Any future construction of new or expansion of existing park facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated at the time such development actions are proposed to or by the City.

As detailed in Section 5.14, the Project would not induce substantial population growth in the City or region, as the project is consistent with the planned development of the site. Any increase in land use or development intensity would be negligible, and no potential cumulative overburdening of other public facilities requiring new or physically altered facilities is expected to occur. Impacts would be **less than significant,** and mitigation is not 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. Please refer to Section 5.15(a)(iv). The Project is consistent with the planned growth of the City and region and therefore would not generate a substantial increase in population within the City. Accordingly, the increased use of park and other recreational facilities would be negligible.

Any future construction of new or expansion of existing park facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated at the time such development actions are proposed to or by the City. The City's joint-use agreement facilities, combined with neighboring parks and project design to include a 2,800-square foot clubhouse with swimming pool and two tot lots plus 4.29 acres of private open space, would offset any incremental increase in parkland demand. No substantial physical deterioration of neighborhood or regional parks would occur or be accelerated. Impacts are **less than significant,** and mitigation is not 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. Please refer to Section 5.15(a)(iv). All proposed recreation-related facilities would be developed on the project site and therefore encompassed in the analytical footprint of this Initial Study. Accordingly, the proposed project would have **a less than significant** impact related to the construction of new or expansion of existing park or recreation facilities. Additional mitigation is not 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 is based on the *Traffic Study, River Walk Village* (Appendix I1) and *River Walk Village Project Vehicle Miles Traveled Analysis Memorandum* (Appendix I2).

5.17.1 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

CEQA Guidelines Section 15064.3 "describes specific considerations for evaluating a project's transportation impacts" and provides that, except for roadway capacity projects, "a project's effect on automobile delay shall not constitute a significant environmental impact." (CEQA Guidelines, § 15064.3(a).) CEQA Guidelines Section 15064.3 further specifies that "vehicle miles traveled is the most appropriate measure of transportation impacts." Therefore, the following discussion of consistency with plans, programs, ordinances, or policies addressing the circulation system is based on the project's ability to foster alternative modes of transportation, as well as level of service (LOS) for vehicle operation. The Project *Traffic Study* is conducted to evaluate Project compliance with the City of Menifee Engineering Department *LOS Traffic Study Guidelines*, revised October 2020[127] and applicable General Plan consistency requirements pertaining to the circulation system.

The *Traffic Study* examines traffic operations in the vicinity of the proposed Project under the following four scenarios: (1) Existing Conditions; (2) Existing with 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 nine intersections and seven roadway segments listed below:

[127] City of Menifee. *City of Menifee Engineering Department LOS Traffic Study Guidelines.* Revised October 2020.

Study Area Intersections

1. Bradley Road/Project Driveway – Rio Vista Drive (Menifee);
2. Bradley Road/Lazy Creek Road (Menifee);
3. Bradley Road/Park Avenue (Menifee);
4. Bradley Road/Newport Road (Menifee);
5. Calle Tomas/Newport Road (Menifee);
6. Avenida de Cortez - Town Center Drive/Newport Road (Menifee);
7. Haun Road/Newport Road (Menifee);
8. Interstate 215 (I-215) Southbound Ramps/Newport Road (Caltrans); and
9. I-215 Northbound Ramps/Newport Road (Caltrans).

Study Area Roadway Segments

1. Bradley Road, between Rio Vista Drive and Lazy Creek Road (Menifee);
2. Bradley Road, between Lazy Creek Road and Park Avenue (Menifee);
3. Bradley Road, between Park Avenue and Newport Road (Menifee);
4. Newport Road, between Bradley Road and Calle Tomas (Menifee);
5. Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive (Menifee);
6. Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road (Menifee); and
7. Newport Road, between Haun Road and I-215 Southbound Ramps (Menifee).

Study intersections analyzed in this section are under the jurisdictions of the City of Menifee or California Department of Transportation (Caltrans). The City uses LOS D as its minimum level of service criteria for intersections. At intersections and roadway segments in close proximity of I-215 within the City, LOS E is acceptable during peak hours.[128] For intersections under the jurisdictions of Caltrans, Caltrans considers an acceptable LOS to be between LOS C and D at all intersections under its jurisdiction (delay of 30 seconds at unsignalized intersections and delay of 45 seconds at signalized intersections).

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.

Existing without Project and Existing with Project LOS: Currently, all study area intersections without the Project are operating at a satisfactory LOS with exception of the following:

- Bradley Road/Park Avenue (p.m. peak hour), and
- Bradley Road/Newport Road (a.m. peak hour).

The proposed Project is estimated to generate 147 trips during the a.m. peak hour (7:00 a.m. to 9:00 a.m.), 196 trips during the p.m. peak hour (4:00 p.m. to 6:00 p.m.), and 1,869 daily trips. Table 5.17.A

[128] LOS C delay in seconds is between >15 and ≤25 for unsignalized intersections and between >20 and ≤35 for signalized intersections. LOS D delay in seconds is between >25 and ≤35 for unsignalized intersections and between >35 and ≤55 for signalized intersections. LOS E delay in seconds is between >35 and ≤50 for unsignalized intersections and between >55 and ≤80 for signalized intersections. LOS F delay in seconds is >50 for unsignalized intersections and >80 for signalized intersections.

shows the levels of service for the nine intersections under Existing without Project and Existing with Project scenarios.

As Table 5.17.A indicates, all intersections are forecast to operate at a satisfactory LOS under Existing with Project conditions with exception of the following:

- Bradley Road/Project Driveway-Rio Vista Drive (a.m. and p.m. peak hours);
- Bradley Road/Park Avenue (p.m. peak hour); and
- Bradley Road/Newport Road (a.m. peak hour).

Table 5.17.A: Intersection Existing Level of Service

Intersection	Control	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. Bradley Road/ Project Driveway-Rio Vista Drive	OWSC/TWSC	15.6	C	14.5	B	50.7	F*	35.1	E*
2. Bradley Road/Lazy Creek Road	OWSC	26.6	D	19.0	C	32.7	D	22.2	C
3. Bradley Road/Park Avenue	OWSC	29.3	D	41.1	E*	34.9	D	59.8	F*
4. Bradley Road/ Newport Road	Signal	55.5	E*	47.1	D	66.4	E*	52.4	D
5. Calle Tomas/ Newport Road	Signal	9.9	A	12.4	B	9.8	A	12.4	B
6. Avenida de Cortez - Town Center Drive/Newport Road	Signal	23.0	C	18.5	B	23.2	C	18.6	B
7. Haun Road/ Newport Road	Signal	41.4	D	62.3	E	42.3	D	65.7	E
8. I-215 Southbound Ramps/Newport Road	Signal	21.8	C	19.4	B	21.7	C	19.3	B
9. I-215 Northbound Ramps/Newport Road	Signal	20.1	C	30.7	C	20.2	C	31.1	C

Source: LSA Associates, Inc. *Traffic Study, River Walk Village, City of Menifee, Riverside County, California.* Table 7-A. May 2022.
OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service
* Exceeds LOS Standard

Except for the intersection of Bradley Road/Project Driveway-Rio Vista Drive, all other intersections are currently operating at a deficient LOS under no project condition. As such, the project adds to the existing operational deficiency at these intersections.

Currently, all roadway segments operate at a satisfactory LOS with exception of the following:

- Bradley Road, between Rio Vista Drive and Lazy Creek Road;
- Bradley Road, between Lazy Creek Road and Park Avenue;
- Bradley Road, between Park Avenue and Newport Road; and
- Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road.

Table 5.17.B shows the levels of service for the seven roadway segments within the study area under Existing without Project and Existing with Project scenarios and indicates all roadway segments are forecast to operate at a satisfactory LOS under Existing with Project conditions with exception of the following:

- Bradley Road, between Rio Vista Drive and Lazy Creek Road;
- Bradley Road, between Lazy Creek Road and Park Avenue;
- Bradley Road, between Park Avenue and Newport Road; and
- Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road.

Table 5.17.B: Existing Roadway Segment Levels of Service

Roadway Segment	Without Project		With Project	
	Daily Volume	LOS	Daily Volume	LOS
Segments on Bradley Road				
1. Bradley Road, between Rio Vista Drive and Lazy Creek Road	16,874	F*	18,370	E*
2. Bradley Road, between Lazy Creek Road and Park Avenue	17,989	F*	19,391	E*
3. Bradley Road, between Park Avenue and Newport Road	18,775	F*	20,177	F*
Segments on Newport Road				
4. Newport Road, between Bradley Road and Calle Tomas	47,911	D	48,939	D
5. Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive	47,784	D	48,812	D
6. Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road	54,834	E*	55,768	E*
7. Newport Road, between Haun Road and I-215 Southbound Ramps	73,055	D	73,897	D

Source: LSA Associates, Inc. *Traffic Study, River Walk Village, City of Menifee, Riverside County, California.* Table 7-B. May 2022.
LOS = Level of Service
* Exceeds LOS Standard

Since the roadway segments forecast to operate at deficient LOS under Existing with Project conditions also operate at a deficient LOS under the Existing without Project condition, the Project adds to the existing operational deficiency at these segments.

Opening Year Cumulative (2023) without Project and with Project LOS: Table 5.17.C shows the levels of service for the nine intersections within the study area under Opening Year Cumulative (2023) without Project and Opening Year Cumulative (2023) with Project scenarios. All intersections are forecast to operate at a satisfactory LOS under Opening Year Cumulative (2023) without Project conditions with the exception of the following:

- Bradley Road/Lazy Creek Road (a.m. peak hour);
- Bradley Road/Park Avenue (a.m. and p.m. peak hours);
- Bradley Road/Newport Road (a.m. and p.m. peak hours); and
- Haun Road/Newport Road (a.m. and p.m. peak hours).

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

Intersection	Control	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. Bradley Road/ Project Driveway-Rio Vista Drive	OWSC/TWSC	17.8	C	16.5	C	97.9	F*	65.1	F*
2. Bradley Road/Lazy Creek Road	OWSC	42.3	E*	32.0	D	58.0	F*	41.1	E*
3. Bradley Road/Park Avenue	OWSC	42.0	E*	75.0	F*	53.3	F*	>100	F*
4. Bradley Road/ Newport Road	Signal	74.9	E*	70.2	E*	87.0	F*	78.0	E*
5. Calle Tomas/ Newport Road	Signal	14.3	B	17.8	B	14.2	B	17.8	B
6. Avenida de Cortez - Town Center Drive/Newport Road	Signal	33.1	C	29.4	C	35.1	D	30.3	C
7. Haun Road/ Newport Road	Signal	95.6	F*	>100	F*	>100	F*	>100	F*
8. I-215 Southbound Ramps/Newport Road	Signal	19.7	B	23.0	C	19.7	B	24.0	C
9. I-215 Northbound Ramps/Newport Road	Signal	25.1	C	42.9	D	25.2	C	43.6	D

Source: LSA Associates, Inc. *Traffic Study, River Walk Village, City of Menifee, Riverside County, California.* Table 7-C. May 2022.
OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service
* Exceeds LOS Standard

When adding Project-related vehicle trips to the study area intersections, the following intersections would operate at deficient LOS under Opening Year Cumulative (2023) with Project conditions:

- Bradley Road/Project Driveway-Rio Vista Drive (a.m. and p.m. peak hours);
- Bradley Road/Lazy Creek Road (a.m. and p.m. peak hours);
- Bradley Road/Park Avenue (a.m. and p.m. peak hours);
- Bradley Road/Newport Road (a.m. and p.m. peak hours); and
- Haun Road/Newport Road (a.m. and p.m. peak hours);

Except for the intersection of Bradley Road/Project Driveway-Rio Vista Drive, all other intersections also forecast to operate at a deficient LOS under Opening Year Cumulative (2023) without Project condition. As such, there is a cumulative operational deficiency at these intersections.

Table 5.17.D shows the levels of service for the seven roadway segments within the study area under Opening Year Cumulative (2023) without Project and Opening Year Cumulative (2023) with Project scenarios. All roadway segments within the study area are forecast to operate at a deficient LOS under Opening Year Cumulative (2023) without Project conditions as follows:

- Bradley Road, between Rio Vista Drive and Lazy Creek Road;
- Bradley Road, between Lazy Creek Road and Park Avenue;
- Bradley Road, between Park Avenue and Newport Road;
- Newport Road, between Bradley Road and Calle Tomas;
- Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive;
- Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road; and
- Newport Road, between Haun Road and I-215 Southbound Ramps.
-

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

Roadway Segment	Without Project		With Project	
	Daily Volume	LOS	Daily Volume	LOS
Segments on Bradley Road				
1. Bradley Road, between Rio Vista Drive and Lazy Creek Road	19,095	F*	20,591	F*
2. Bradley Road, between Lazy Creek Road and Park Avenue	20,655	F*	22,057	F*
3. Bradley Road, between Park Avenue and Newport Road	24,743	F*	26,145	F*
Segments on Newport Road				
4. Newport Road, between Bradley Road and Calle Tomas	59,932	F*	60,960	F*
5. Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive	60,296	F*	61,324	F*
6. Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road	68,739	F*	69,673	F*
7. Newport Road, between Haun Road and I-215 Southbound Ramps	89,195	F*	90,037	F*

Source: LSA Associates, Inc. *Traffic Study, River Walk Village, City of Menifee, Riverside County, California.* Table 7-D. May 2022.
LOS = Level of Service
* Exceeds LOS Standard

When adding Project-related vehicle trips to the study area roadway segments, all roadway segments within the study area are forecast to operate at a deficient LOS under opening year cumulative (2023) with Project conditions as follows:

- Bradley Road, between Rio Vista Drive and Lazy Creek Road;
- Bradley Road, between Lazy Creek Road and Park Avenue;
- Bradley Road, between Park Avenue and Newport Road;
- Newport Road, between Bradley Road and Calle Tomas;
- Newport Road, between Calle Tomas and Avenida De Cortez – Town Center Drive;
- Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road; and

Newport Road, between Haun Road and I-215 Southbound Ramps.

These roadway segments also operate at a deficient LOS under Opening Year Cumulative (2023) without Project conditions. As such, there is a cumulative operational deficiency at these segments.

Signal Warrant Analysis: A peak hour signal warrant analysis for the intersections of Bradley Road/Project Driveway – Rio Vista Drive, Bradley Road/Lazy Creek Road, and Bradley Road/Park Avenue was conducted under Existing and Opening Year Cumulative (2023) scenarios to determine whether signalization may be warranted per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices* (CAMUTCD) (refer to Section 8.0 in Appendix I1). However, although intersections may meet the signal warrant criteria, a signal would not be recommended at an intersection if the intersection is currently operating or forecast to operate at a satisfactory LOS, or if other improvements can eliminate the existing or forecasted deficiency at these locations.

Under the Existing scenario, the intersection of Bradley Road/Project Driveway – Rio Vista Drive meets the signal warrant for a.m. peak hour under the Existing with Project condition. The intersection of Bradley Road/Lazy Creek Road meets the signal warrant for both a.m. and p.m. peak hours under both Existing without Project and with Project conditions. Finally, the intersection of Bradley Road/Park Avenue meets the signal warrant for p.m. peak hour under both Existing without Project and with Project conditions.

Under the Opening Year Cumulative (2023) scenario, the intersection of Bradley Road/Project Driveway – Rio Vista Drive meets the signal warrant for a.m. peak hour under the Opening Year Cumulative (2023) with Project condition. The intersection of Bradley Road/Lazy Creek Road meets the signal warrant for both a.m. and p.m. peak hours under both Opening Year Cumulative (2023) without Project and with Project conditions. The intersection of Bradley Road/Park Avenue meets the signal warrant for p.m. peak hour under both Opening Year Cumulative (2023) without Project and with Project conditions.

Circulation Improvements and Funding Sources: Based on the LOS analysis for Existing and Opening Year Cumulative (2023) without Project and with Project scenarios, the following improvements identified as Standard Conditions of Approval are prescribed at study area intersections and roadway segments where an operational deficiency has been identified or where the Project contributes to an unsatisfactory LOS:

Standard Condition T-1: Prior to issuance of the first occupancy permit, the Project Applicant shall install a four-way traffic signal at the Bradley Road/Project Driveway-Rio Vista Drive intersection and enter into a reimbursement agreement with the City of Menifee to receive credits for this improvement since it is part of the City's Development Impact Fee Program.

Standard Condition T-2: Prior to issuance of the first occupancy permit, the Project Applicant shall add a northbound through lane at Bradley Road/Lazy Creek Road and convert the southbound right-turn lane to a southbound through-right lane. The Project Applicant shall enter into a reimbursement agreement with the City of Menifee to receive credits

for this improvement since it is part of the City's Development Impact Fee Program.

Standard Condition T-3: Prior to issuance of the first occupancy permit, the Project Applicant shall add a northbound and southbound through lane at Bradley Road/Park Avenue. The Project Applicant shall enter into a reimbursement agreement with the City of Menifee to receive credits for this improvement since it is part of the City's Development Impact Fee Program.

Standard Condition T-4: Prior to issuance of the first occupancy permit, the Project Applicant shall add a second eastbound left-turn lane and optimize the signal timing at the intersection of Bradley Road/Newport Road and enter into a reimbursement agreement with the City of Menifee to be reimbursed the cost of this improvement minus the fair-share amount of 10.38 percent as identified in the Traffic Study for the Project.

Standard Condition T-5: Prior to issuance of the first occupancy permit, the Project Applicant shall optimize the signal timing at Haun Road/Newport Road and enter into a reimbursement agreement with the City of Menifee to be reimbursed the cost of this improvement minus the fair-share amount of 6.22 percent as identified in the Traffic Study for the Project.

Roadway capacities are "rule of thumb" estimates for planning purposes and are affected by factors such as intersection spacing, adjacent intersection configurations and adjacent intersection traffic control. As such, if a roadway segment is currently operating or forecast to operate at a deficient LOS, a detailed review of adjacent intersections' performances under both peak hours was performed to identify whether the continuous traffic progression would be interrupted along the roadway segment. Intersections operating at a satisfactory LOS would help alleviate congestion and assist in traffic flow progression, even if the roadway segment operates at a deficient LOS. As such, roadway segment improvements are not deemed necessary if the adjacent intersections are forecast to operate at a satisfactory LOS.[129] Therefore, roadway segment improvements are prescribed only when the intersections at the termini of the segment operate at a deficient LOS even after implementation of improvements at these intersections or when improvements are feasible along the roadway segment as follows:

Standard Condition T-6: Prior to issuance of the first occupancy permit, the Project Applicant shall convert Bradley Road to a four-lane secondary road between Rio Vista Drive and Lazy Creek Road. The Project includes development of the Project site frontage and will complete the second southbound through lane between the intersections of

[129] Refer to Section 9.1.2 and Section 9.1.4 in Appendix I1 for a list of roadway segments for which improvements were not recommended due to identified deficiencies determined not to adversely affect the traffic flow progression.

Bradley Road/Project Driveway-Rio Vista Drive and Bradley Road/Lazy Creek Road.

Standard Condition T-7: Prior to issuance of the first occupancy permit, the Project Applicant shall convert Bradley Road to a four-lane secondary road between Lazy Creek Road and Park Avenue and enter into a reimbursement agreement with the City of Menifee to receive credits for this improvement since it is part of the City's Development Impact Fee Program.

Standard Condition T-8: Prior to issuance of the first occupancy permit, the Project Applicant shall restripe Bradley Road north of Newport Road to accommodate two northbound lanes up to a point where the existing taper requires a merge back to one lane. The specific design shall be approved by the City Engineer in the final engineering phase. Additionally, the Project applicant shall pay the fair-share amount of 19.02 percent as identified in the Traffic Study for the Project to convert Bradley Road to a four-lane secondary road between Park Avenue and Newport Road.

Where the Project results in an adverse LOS on the roadway network and the City does not have a Development Impact Fee Program for a specific improvement, the Project would pay its respective fair share for the proposed improvement. The Project's fair share has been calculated based on Project traffic as a percentage of total growth from Existing to Opening Year Cumulative (2023) conditions. Table 5.17.E summarizes the recommended improvements for the deficient intersections that require the Project to pay for its fair share contribution. Since the Project has a cumulative operational deficiency at the intersections of Bradley Road/Newport Road and Haun Road/Newport Road, the Project will be required to pay its fair share toward improvements at these intersections to reach acceptable LOS.

Tables 5.17.F, 5.17.G, 5.17.H, and 5.17.I summarize the LOS of the affected study area intersections and roadway segments under Existing and Opening Year Cumulative (2023) without Project and with Project scenarios, respectively, and indicate that with implementation of the prescribed improvements listed in **Standard Condition T-1** through **Standard Condition T-8,** all affected study area intersections and roadway segments would operate at satisfactory LOS.

Table 5.17.E: Project Fair Share

Intersections												
Intersection	Improvements	AM Peak Hour					With Project					Project Fair Share %
		Total Volume		Total Growth	Project Trips	AM Fair Share %	Total Volume		Total Growth	Project Trips	PM Fair Share %	
		Existing	Opening Year Cumulative				Existing	Opening Year Cumulative				
4. Bradley Road/Newport Road	Add east-bound lane; optimize the signal timing.	4,221	5,360	1,139	110	9.66%	4,493	5,899	1,406	146	10.38%	10.38%
7. Haun Road/Newport Road	Optimize the signal timing.	5,219	6,376	1,157	72	6.22%	6,450	8,026	1,576	98	6.22%	6.22%
Roadway Segments												
Intersection	Improvements	Daily Volume										Project Fair Share %
		Total Volume		Total Growth	Project Trips							
		Existing	Opening Year Cumulative									
3. Bradley Road, between Park Avenue and Newport Road	Convert to 4-lane secondary	18,775	26,145	7,370	1,402							19.02%

Source: LSA Associates, Inc. *Traffic Study, River Walk Village, City of Menifee, Riverside County, California.* Table 9-E and Table 9-F. May 2022.
Note: Project Fair Share Percentage is the highest fair share value of the AM & PM peak hour when both peak hours are impacted by the Project, or only in the peak hour where the Project has an effect on LOS.

Table 5.17.F: Existing with Project with Improvements Intersection Levels of Service

Intersection	Control	With Project Without Improvements				Control	With Project With Improvements			
		AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour	
		Delay (sec.)	LOS	Delay (sec.)	LOS		Delay (sec.)	LOS	Delay (sec.)	LOS
1. Bradley Road/Project Driveway-Rio Vista Drive	TWSC	50.7	F *	35.1	E *	Signal	13.9	B	10.5	B
3. Bradley Road/Park Avenue	OWSC	34.9	D	59.8	F *	OWSC	15.8	C	16.5	C
4. Bradley Road/Newport Road	Signal	66.4	E *	52.4	D	Signal	45.7	D	53.1	D

Source: LSA Associates, Inc. *Traffic Study, River Walk Village, City of Menifee, Riverside County, California.* Table 9-A. May 2022.
TWSC = Two Way Stop Control, OWSC = One Way Stop Control, LOS = Level of Service, Delay = Average control delay in seconds
* Exceeds LOS Standard

Table 5.17.G: Existing with Project with Improvements Roadway Segment Levels of Service

Roadway Segment	With Project without Improvements				With Project with Improvements			
	Functional Classification[1]	Roadway Capacity[2]	Daily Volume	LOS	Functional Classification[1]	Roadway Capacity[2]	Daily Volume	LOS[3]
Segments on Bradley Road								
1. Bradley Road, between Rio Vista Drive and Lazy Creek Road	3 Lane Secondary	19,425	18,370	E *	4 Lane Secondary	23,300	18,370	C
2. Bradley Road, between Lazy Creek Road and Park Avenue	2 Lane Secondary	12,950	19,391	E *	4 Lane Secondary	23,300	19,391	C
3. Bradley Road, between Park Avenue and Newport Road	2 Lane Secondary	12,950	20,177	F *	4 Lane Secondary	23,300	20,177	C
Segments on Newport Road								
8. Newport Road, between Avenida De Cortez – Town Center Drive and Haun Road	6 Lane Urban Arterial	56,300	55,768	E *	6 Lane Urban Arterial	56,300	55,768	E *

Source: LSA Associates, Inc. *Traffic Study, River Walk Village, City of Menifee, Riverside County, California.* Table 9-B. May 2022.

LOS = Level of Service

[1] Functional Classification obtained from the Menifee General Plan Circulation Element Exhibit C-3, Roadway Network, dated June 2014, and from Google Earth aerial imagery.

[2] Roadway Segment capacities were obtained from the City of Menifee LOS Traffic Study Guidelines, dated October 2020. Since there was no roadway capacity defined for 2 lane secondary segments, roadway capacity for 2-lane secondary was developed using a factor of 0.5 to 4 lane secondary roadway segment capacities.

[3] Roadway segment improvements were recommended only when the intersections at the termini of the segment operate at a deficient LOS even after implementation of improvements at these intersections or when improvements are feasible along the roadway segment. Intersections operating at a satisfactory LOS help alleviate congestion and assist in traffic flow progression, even if the roadway segment operates at a deficient LOS. As such, roadway segment improvements may not be necessary if the adjacent intersections are forecast to operate at a satisfactory LOS.

* Exceeds LOS Standard

Table 5.17.H: Opening Year Cumulative (2023) with Project with Improvements Intersection Levels of Service

Intersection	Control	With Project Without Improvements				With Project With Improvements			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
1. Bradley Road/Project Driveway-Rio Vista Drive	AWSC/Signal	97.9	F *	65.1	F *	14.9	B	11.1	B
2. Bradley Road/Lazy Creek Road	OWSC	58.0	F *	41.1	E *	26.9	D	25.0	D
3. Bradley Road/Park Avenue	OWSC	53.3	F *	>100	F *	18.4	C	21.3	C
4. Bradley Road/Newport Road	Signal	87.0	F *	78.0	E *	47.2	D	45.5	D
7. Haun Road/Newport Road	Signal	>100	F *	>100	F *	66.0	E	65.0	E

Source: LSA Associates, Inc. *Traffic Study, River Walk Village, City of Menifee, Riverside County, California.* Table 9-C. May 2022.
AWSC = All Way Stop Control, OWSC = One Way Stop Control, LOS = Level of Service
Delay = Average control delay in seconds
* Exceeds LOS Standard

Pedestrian System

There are no sidewalks along the Project site's frontage with Bradley Road or along any other boundary of the site abutting The Church of Jesus Christ of Latter Day Saints to the south, Bradley Road Channel to the west, or Salt Creek Channel to the north. In the Project vicinity, sidewalks exist across the street from the site on the east side of Bradley Road and briefly along the west side of Bradley Road along the frontage of The Church of Jesus Christ of Latter Day Saints. Generally, pedestrian facilities in proximity to the Project site are fragmented and to not facilitate adequate pedestrian access from the site to neighboring commercial land uses.

The Project includes frontage improvements along Bradley Road to include curb and gutter, sidewalks, street trees, and lighting, and would integrate directly with the future Bradley Road Bridge Project to be constructed under a separate action north of the Project site. Additionally, implementation of **Standard Condition T-1** would result in a four-way traffic signal at the Bradley Road/Project Driveway-Rio Vista Drive intersection that would include a crosswalk at the project driveway facilitating pedestrian access from the site to the existing commercial uses across Bradley Street to the southeast of the site. Development of the Project therefore would reduce the existing pedestrian system gap in the Project vicinity. Accordingly, implementation of the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the pedestrian system.

Transit Services

Riverside Transit Agency's Route 74 bus stop at the intersection of Bradley Road and Rio Vista Drive adjacent to the Project site provides transit service in the Project vicinity. By introducing residential uses in proximity to an existing bus stop, the Project would facilitate increased transit mobility in the Project vicinity. The proposed Project would be site specific and would not require new transit stops or the significant relocation of existing transit stops. 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 2 and Class 3) are present along nearby major corridors such as Newport Road 0.3 mile to the south and along Bradley Road adjacent to the east of the site. Development of the Project site includes build-out of the ultimate right-of-way of Bradley Road along the site frontage, which would provide additional road width for vehicles and bicycles to co-operate and connect to existing bicycle facilities along Newport Road. Project-specific improvements to Bradley Road would occur in anticipation of the future Bradley Road Bridge Project over Salt Creek and interconnect seamlessly though coordination with the City Traffic Engineer and Public Works Department during the City's precise plan review process. Implementation of the proposed Project would not conflict with a program, plan, ordinance, or policy addressing Menifee's bicycle facilities system.

With implementation of **Standard Condition T-1** through **Standard Condition T-8,** LOS would improve at the affected intersection and roadway segments, and the Project would not conflict with a program, plan, ordinance, or policy addressing Menifee's circulation System. Impacts would be **less than significant,** and mitigation is not required.

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

Less Than Significant Impact. *CEQA Guidelines* Section 15064.3, subdivision (b) establishes "vehicle miles traveled" (VMT) criteria in lieu of LOS for analyzing transportation impacts and was signed into law as Senate Bill (SB) 743 in 2013.

The *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled* (*VMT Guidelines*) was adopted on June 3, 2020.[130] 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 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 should be used for identifying whether a project is located in a low VMT-generating area. The screening tool and the numeric threshold included in the VMT Guidelines were developed using the Riverside County Transportation analysis Model (RIVTAM), and the *VMT Guidelines* indicate daily total VMT per service population should be used as the VMT metric for evaluation. However, Riverside County Model Version 3.0 (RIVCOM) is currently the approved travel demand model within the WRCOG region that replaces RIVTAM. Therefore, the project TAZ VMT per service population and the corresponding threshold value were calculated using model runs from RIVCOM.

The Project TAZ daily total VMT per service population is determined to be 31.44 miles, which is below the City's VMT significance threshold of 33.7 miles daily total VMT per service population.[131] Therefore, the proposed Project is in a low VMT-generating TAZ based on daily total VMT per service population and can be screened out from further VMT analysis. Accordingly, the proposed Project would not conflict or be inconsistent with *CEQA Guidelines* §15064.3, subdivision (b). Impacts would be **less than significant,** and mitigation is not 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)?

Less Than Significant 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 198 detached single-family dwelling units along the west side of Bradley Road. The Project site is infill adjacent to existing single family residential uses to the west and north across Salt Creek. Development of the site as proposed would facilitate walkable access to commercial, institutional, and potential employment centers along the Economic Development Corridor-Newport Road (ECD-NR), which features recently improved pedestrian facilities at major intersections. Newport Road also features Class II bikeway lanes on both sides of the street.

The proposed Project would be required to design, construct, and maintain structures, roadways, and facilities in accordance with applicable standards governing vehicular access. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required

[130] City of Menifee. *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled.* June 3, 2020.
[131] LSA Associates, Inc. *River Walk Village Project Vehicle Miles Traveled Analysis Memorandum.* Page 2. January 2022.

road closures. Development of the Project site includes build-out of the ultimate right-of-way of Bradley Road along the site frontage, which would provide sidewalk facilities for pedestrians and additional road width for vehicles and bicycles to operate. Project-specific improvements to Bradley Road would occur in anticipation of the future Bradley Road Bridge Project over Salt Creek and interconnect seamlessly though coordination with the City Traffic Engineer and Public Works Department during the City's precise plan review process. Accordingly, substantial increases in hazards due to design features or incompatible uses would not occur, and impacts would be **less than significant.** Mitigation is not required.

d. Would the Project result in inadequate emergency access?

Less Than Significant Impact. The proposed Project is required to design, construct, and maintain structures, roadways, and facilities in accordance with applicable standards governing vehicular access, resulting in the provision of adequate vehicular access that would provide for adequate emergency access and evacuation. Construction activities that may temporarily restrict vehicular traffic are required to include adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Access to every residential unit would be provided via internal drive aisles constructed pursuant to the 2019 California Fire Code Section 503 (Fire Apparatus Access Roads). Additionally, Section 503.1.1 (Buildings and Facilities) and Section 503.2.1 (Dimensions) of the 2019 California Fire Code would all be followed in development of the proposed Project to ensure that emergency vehicles and first responders have sufficient access throughout the project sites and that adequate infrastructure, such as fire hydrants, and emergency evacuation procedures are incorporated into the Project design.

The Project access and circulation design would be subject to review and approval by the Riverside County Fire Department, City Police Department, City Traffic Engineer, and Public Works Department during the City's precise plan review process. The Fire Marshal may impose additional requirements to ensure protection of life and property, including, but not limited to additional fire hydrants, increased turnaround ability, increased sprinkler density and coverage, and additional means of access/egress. Impacts related to emergency access would remain **less than significant.** Mitigation is not 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 Impact. 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 11, 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 and Soboba Band of Luiseño Indians requested consultation with the City of Menifee pursuant to Public Resources Code 21080.3.1. As a result of the consultation effort, the City prescribes **Standard Conditions of Approval TCR-1** through **TCR-8** to protect tribal cultural resources.

SCA TCR-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 TCR-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.

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 TCR-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 TCR-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 TCR-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 TCR-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 TCR-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 TCR-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 **SCAs TRC-1** through **TRC-8,** impacts to tribal cultural resources would remain **less than significant**. Mitigation is not required.

(ii) Less Than Significant Impact. 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."

The site is undeveloped and vacant and was subject to cultural resources records searches, additional research, and a field survey as part of the *Phase I Cultural Resources Assessment* (Appendix D1).[132] The records searches and field survey did not identify any evidence of past development (e.g., structures, foundations, or built features), listed or eligible cultural resources that could qualify as "Historical Resources" pursuant to *CEQA Guidelines* Section 15064.5, or archaeological resources on or near the Project site.[133] Therefore, the potential for the Project site to yield historical resources or archaeological resources is low. Nevertheless, there is always some potential for ground-disturbing activities to encounter unanticipated subsurface cultural resources. Accordingly, the Project must comply with all applicable regulations protecting cultural resources and would be conditioned through **SCA TCR-1** through **TCR-8** to ensure impacts to resources, including Tribal Cultural Resources, significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 remain **less than significant.** Mitigation is not required.

[132] Archaeological Associates. *Phase I Cultural Resources Assessment of the Menifee Riverwalk Project Site as Shown on TPM 38219 Located Adjacent to Bradley Road and South of the Salt Creek Channel, City of Menifee, Riverside County, California. 2nd Revision.* Pages 15 through 20. December 2021.

[133] *Ibid.* Page 19

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, The Gas Company provides natural gas to the Project site, Southern California Edison (SCE) provides electricity to the site, and Verizon provides telephone and cable service to the site.

Water. The EMWD provides potable and non-potable water to the City of Menifee and the Project site. A water line is located along Bradley Road in proximity to the site. The proposed Project would connect to the existing water infrastructure to provide both potable and non-potable water to the site. Water distribution lines would be installed and loop through the Project site. The necessary on-site water distribution installation is included as a design feature of the Project that is analyzed within the footprint of the site and buildout of Bradley Road width along the site frontage and therefore would not result in any physical environmental effects beyond what is analyzed in this environmental document.

The EMWD issued a will-serve letter verifying that the EMWD would serve the Project site upon review of project plans and compliance with all applicable regulations. 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 mitigation is not 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.[134] 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.[135] An existing sewer line is located on Bradley 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.[136] Based on this generation rate and based on an estimated Project population of 576 residents,[137] wastewater generated by the proposed Project would equate to an estimated 31,680 gallons per day.[138] The amount of wastewater generated daily by the proposed Project would equate to 5.3 percent[139] of the current surplus treatment capacity of Sun City RWRF and 0.4 percent[140] of the current surplus treatment capacity of the Perris Valley RWRF. Based on the existing daily treatment capacity surplus and inflow of both plants, the Project would be adequately served by wastewater conveyance and disposal.

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 Bradley 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 as a condition of Project approval, so no additional physical impacts to the environment are expected. Impacts would be **less than significant,** and mitigation is not required.

Storm Water. Currently, storm water generally sheet flows in a southerly direction and drains offsite into the Salt Creek Channel. The proposed Project is expected to maintain the existing drainage pattern. Upon development of the site, all on-site storm water would be captured on site in accordance with Santa Ana Regional Water Quality Control Board Order Number R8-2010-0033,

---

134 Eastern Municipal Water District. *Sun City Regional Water Reclamation Facility*. https://www.emwd.org/sites/main/files/file-attachments/suncityrwrffactsheet.pdf?1537295183. (Accessed October 21, 2021).

135 Eastern Municipal Water District. *Perris Valley Regional Water Reclamation Facility*. https://www.emwd.org/sites/main/files/file-attachments/pvrwrffactsheet.pdf?1537295012. (Accessed October 21, 2021).

136 City of Menifee. *The City of Menifee General Plan Draft Environmental Impact Report, SCH #2012071033.* Page 5.17-7 and Table 5.17-2. September 2013.

137 California Department of Finance. *Table 2: E-5 City/County Population and Housing Estimates*, 1/1/20. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ (Accessed April 26, 2021). 2.91 persons per household × 198 units = 576.18 or 576 residents.

138 576 residents × 55 gallons per capita per day = 31,680 gallons per day.

139 31,680 gallons per day/600,000 gallon current Sun City RWRF surplus treatment capacity per day = 5.3 percent of current surplus treatment capacity.

140 31,680 gallons per day/8,200,000 gallon current Perris Valley RWRF surplus treatment capacity per day = 0.4 percent of current surplus treatment capacity.

National Pollutant Discharge Elimination System Permit No. CAS618033, also known as the Municipal Separate Storm Sewer System or MS4 permit. Impervious surfaces will drain to adjacent landscaping, where feasible, for impervious area dispersion, while the majority of runoff from the site would drain to a proposed bioretention basin located at the northwest corner of the site. Storm water would be conveyed offsite via two catch basins with parallel 24-inch storm drain pipes that discharge stormwater from the bioretention basin into the Bradley Road Channel at volumes that do not exceed the existing, pre-developed condition. Additionally, two modular wetlands would be constructed within the Bradley Road right-of-way, as currently proposed on the Bradley Bridge Road Improvement Project Plans. The modular wetlands would treat stormwater runoff pursuant to the City's MS4 permit with sufficient capacity to treat the easterly Bradley Road roadway as proposed on the Bradley Bridge Road Improvement Project Plans prior to discharging directly into Salt Creek. Although the Bradley Bridge Road Improvement Project is a separate, independent action from the proposed Project, the proposed Project would install the modular wetlands within the Bradley Road right-of-way in accordance with the ultimate buildout condition of the Bradley Bridge Road Improvement Project to ensure stormwater is adequately managed in accordance with the City's MS4 permit in the interim condition until the Bradley Road Bridge Improvement Project is operational.

The City requires all storm water facilities of the proposed Project to interconnect with existing municipal storm water conveyance facilities. The precise interconnection locations are determined at the precise plan stage, but they are expected to occur either on site or within the Bradley Road right-of-way in areas already disturbed and developed with infrastructure. The City requires all line size modifications or interconnections to be designed in accordance with applicable provisions of the City Municipal Code and to the satisfaction of the City Engineer.

The necessary on-site and off-site storm water facilities are included as design features of the Project and are analyzed within the footprint of the site and buildout of Bradley Road width along the site frontage. Furthermore, compliance with construction- and operation-phase storm water requirements, as set forth in **Standard Condition H-1** and **Standard Condition H-2**, would ensure post-development storm water runoff volume would not exceed the existing, pre-developed condition. Therefore, the Project would not result in the need to upgrade storm water drainage facilities in addition to those already analyzed in this environmental document. 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 mitigation is not required.

Electricity, Natural Gas, and Telecommunications. The proposed Project would tie into existing electrical, natural gas, and telecommunications infrastructure that exists along Bradley Road adjacent to the site. Such connections may require trenching within the Bradley Road right-of-way; however, construction to connect to existing electrical, natural gas, and telecommunications infrastructure would occur in previously disturbed areas and within the analytical footprint of the proposed Project. No overhead power poles/circuits are located on the Project site. Implementation of the proposed Project would not require the relocation or construction of new electrical/natural gas/telecommunications infrastructure off site that would cause significant environmental effects. Impacts would be **less than significant,** and mitigation is not 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 supplies water to the City of Menifee. The *2020 Urban Water Management Plan* indicates that the EMWD uses local and imported water to supply potable and non-potable water within its jurisdictional boundary.[141] 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 Groundwater Management Plan area.

The EMWD imports approximately half of its water supply from the Metropolitan Water District, which projects it would have adequate supply to meet demand of all of its member agencies through the year 2045 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions.[142] Through a combination of locally-sourced groundwater in conjunction with imported water from the Metropolitan Water District, the EMWD anticipates to have sufficient water supplies to meet demand through the year 2045 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions.[143] 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. Furthermore, the EMWD does not currently identify "threats to its groundwater supply that cannot be mitigated by treatment or blending, and EMWD does not anticipate a significant loss of supply due to water quality issues."[144] Sufficient water supplies would be available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be **less than significant,** and mitigation is not required.

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 (combined 8.8 million gallon per day treatment surplus capacity). The proposed Project is estimated to generate 31,680 gallons of wastewater per day that would be conveyed to and treated by Sun City and/or 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 mitigation is not 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 at either Badlands Sanitary Landfill or El Sobrante Landfill. The Badlands Sanitary

141 Eastern Municipal Water District. *2020 Urban Water Management Plan.* Page E-2. July 1, 2021.
142 *Ibid.* Page 7-2.
143 *Ibid.* Page 7-7, Page 7-8, and Page 7-9.
144 *Ibid.* Page 7-4.

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.

In April 2019, Riverside County 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.[145]

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 2019, the landfill had a permitted capacity of 209,910,000 cubic yards and a remaining capacity of 143,977,170 cubic yards. 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. [146]

Construction activities occurring on the Project site would generate solid waste, of which at least 65 percent of non-hazardous material would be diverted to a material recycling facility. The Menifee General Plan EIR indicates that residential units in the City generate 10 pounds of solid waste per day.[147] Based on these generation factors, the proposed Project would generate 0.99 tons of solid waste per day (361.35 tons annually) once operational.[148] The 0.99 ton 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 (CALGreen), a minimum of 65 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. 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 mitigation is not 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. Solid waste generated during project operation would be managed pursuant to the California Integrated Waste Management Act of 1989 (AB 939), which requires each

[145] CEQAnet Web Portal. *EA No. 2017-03: Badlands Landfill Integrated Project Notice of Completion*. https://ceqanet.opr.ca.gov/2019049142/2. (Accessed October 21, 2021).

[146] CalRecycle. *SWIS Facility/Site Activity Details, El Sobrante Landfill*. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402. (Accessed October 21, 2021).

[147] City of Menifee. *The City of Menifee General Plan Draft Environmental Impact Report, SCH #2012071033.* Chapter 5 Environmental Analysis Utilities and Service Systems, Table 5.17-4, Page 5.17-13. September 2013.

[148] 198 units × 10 = 1,980 pounds per day (0.99 ton per day)
0.99 ton per day x 365 days = 361.35 tons annually

city or county's source reduction and recycling element to include an implementation schedule demonstrating at least 50 percent diversion of solid waste from landfill disposal or transformation on and after January 1, 2000. In addition, Construction waste would be subject to Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen), which requires a minimum of 65 percent of construction waste be diverted from landfills for reuse and/or recycling. Project compliance with the CALGreen Program is required as a matter of regulatory policy. 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. Impacts would be **less than significant,** and mitigation is not required.

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 in the Local Responsibility Area (LRA) and not within a Very High Fire Hazard Severity Zone (VHFHSZ).[149] The nearest State Responsibility Area (SRA) is approximately 0.65 mile northeast of the site (Moderate Fire Hazard Severity Zone) and 0.9 mile southwest of the site (VHFHSZ), while the nearest area designated as a VHFHSZ in an LRA is approximately 0.5 mile northeast of the site.[150]

5.20.1 Impact Analysis

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

No Impact. Refer to Section 5.9(f) regarding Project compliance with emergency response plans or emergency evacuation plans. Since the Project site is surrounded by urban development and is not within or near a SRA or within a VHFHSZ in an LRA,[151] **no impact** would occur, and no mitigation is required.

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?

No Impact. Since the Project site is surrounded by urban development and is not within or near a SRA or within a VHFHSZ in a LRA,[152] **no impact** would occur, and no mitigation is required.

[149] California Department of Forestry and Fire Protection (CAL FIRE). *Fire and Resource Assessment Program (FRAP).* https://egis.fire.ca.gov/FHSZ/. (Accessed December 12, 2021).
[150] *Ibid.*
[151] *Ibid.*
[152] *Ibid.*

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?

No Impact. Since the Project site is surrounded by urban development and is not within or near a SRA or within a VHFHSZ in an LRA,[153] **no impact** would occur, and no mitigation is 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?

No Impact. Since the Project site is surrounded by urban development and is not within or near a SRA or within a VHFHSZ in an LRA,[154] **no impact** would occur, and no mitigation is required.

[153] California Department of Forestry and Fire Protection (CAL FIRE). *Fire and Resource Assessment Program (FRAP).* https://egis.fire.ca.gov/FHSZ/. (Accessed December 12, 2021).

[154] *Ibid.*

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 **Mitigation Measures CUL-1** and **CUL-2, Standard Conditions of Approval TCR-1** through **TCR-8,** and **Mitigation Measure GEO-1** 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-5** would ensure that potential impacts to rare, threatened, and/or 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 Impact. As presented in the discussion of environmental checklist Sections 5.1 through 5.20, the Project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues (Refer to Appendix J for a Mitigation Monitoring and Reporting Program).

The proposed Project is a residential development consisting of a 198 detached single-family dwelling units, which is estimated to add approximately 576 residents[155] to the City's existing population. The City General Plan Land Use Element provides residential density standards for properties zoned Medium Density Residential at 8.1-14 du/ac, permitting a maximum of 14 dwelling units per acre. The proposed Project would be consistent with the Medium Density Residential standards, as it would develop 13.84 residential units per acre on the site (198 units ÷ 14.31-acre parcel). As such, implementation of the proposed Project is consistent with planned growth within the City, and the proposed Project would not directly or indirectly induce growth in the City. Additionally, the Project site is located within an urbanized area and would be connected to existing municipal roadways and utility infrastructure.

The proposed Project is generally consistent with growth projections of the General Plan and goals and policies of SCAG's 2020 RTP/SCS. Accordingly, the Project is designed to integrate within the City's and region's existing and proposed infrastructure framework, and cumulative overburdening of community infrastructure and service capacity is not expected to occur. Impacts specified throughout this Initial Study are considered project-specific in nature due to the limited scope of direct physical impacts to the environment. Consequently, the Project along with other cumulative projects would result in a **less than significant** cumulative impact with respect to all environmental issues. Mitigation is not required.

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

Less than Significant Impact. In general, impacts to human beings are associated with air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. The South Coast Air Basin is currently designated as a non-attainment area for ozone, PM_{10}, and $PM_{2.5}$. Implementation of the proposed project would not contribute significant amounts of air pollutant emissions on either a short-term or long-term basis. Adherence to SCAQMD dust control measures would further reduce short-term construction air quality impacts, and no project-specific mitigation is required.

Chapter 8.04 (Building Code) and Chapter 8.26 (Grading Regulations) of the City Municipal Code incorporate design and construction standards of the applicable CBC. Prior to the issuance of a grading

[155] California Department of Finance. *Table 2: E-5 City/County Population and Housing Estimates*, 1/1/20. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ (Accessed April 26, 2021). 2.91 persons per household × 198 units = 576.18 or 576 residents.

permit, the Project Applicant would be required to submit detailed grading plans and a site-specific geotechnical investigations of the Project prepared in conformance the current CBC and applicable Menifee standards and as codified in **Standard Condition G-1**. These regulations and conditions require implementation of the recommendations cited in the project-specific Geotechnical Investigation pursuant to the City Municipal Code.

The Project-specific Phase I ESA (Appendix F) did not identify any hazardous materials or recognized environmental conditions on the Project site. Any hazardous materials utilized during construction and operation of the project would be regulated by the Riverside County Fire Department and the California Occupational Safety and Health Administration. Additionally, the routine transport, use, and disposal of hazardous materials at the Project site during construction and operation would be performed in accordance with the requirements of CCR Title 8, which would minimize potential health hazards for construction workers, landscapers, maintenance personnel, and residents.

Compliance with construction- and operation-phase storm water requirements, as set forth in **Standard Condition H-1** and **Standard Condition H-2**, would ensure post-development storm water runoff volume would not exceed the existing, pre-developed condition. Therefore, the Project would not result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site, or 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. Through compliance with the NFIP Reform Act, NFIP Section 60.3(d), and California Civil Code Section 1103, as specified in **Standard Condition H-3** and **Standard Condition H-4**, Project impacts from construction of structures which could impede or redirect flood flows would be less than significant.

With the best construction practices identified in Section 5.13, incorporated as conditions of Project approval pursuant to the City's Codes, the Project would not result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance. With implementation of these standard conditions, potential impacts on human beings would remain less than significant. Mitigation is not required.

6.0 LIST OF PREPARERS

LSA

Dionisios Glentis, Project Manager/Senior Environmental Planner
Grant Wilson, AICP, Principal Environmental Planner
Amy Fischer, Principal Noise/Air Quality/Greenhouse Gas Specialist
Jason Lui, Associate Noise Specialist
Ronald Brugger, Air Quality Analyst
Riordan Goodwin, Senior Cultural Resources Manager
Stanley Spencer, Ph.D., Senior Biologist
Meredith Canterbury, Senior GIS Specialist
Matthew Phillips, Graphics Technician

This page intentionally left blank

7.0 REFERENCES

Archaeological Associates. *Phase I Cultural Resources Assessment of the Menifee Riverwalk Project Site as Shown on TPM 38219 Located Adjacent to Bradley Road and South of the Salt Creek Channel, City of Menifee, Riverside County, California. 2nd Revision.* December 2021.

California Code of Regulations, Title 8 5192.

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

California Department of Conservation. *California Important Farmland Finder.* https://maps.conservation.ca.gov/DLRP/CIFF/ (Accessed October 18, 2021).

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 December 3, 2021).

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 December 3, 2021).

California Department of Finance. *Table 2: E-5 City/County Population and Housing Estimates*, 1/1/20. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/. (Accessed April 26, 2021).

California Department of Forestry and Fire Protection (CAL FIRE). *Fire and Resource Assessment Program (FRAP).* https://egis.fire.ca.gov/FHSZ/. (Accessed October 20, 2021).

California Department of Transportation (Caltrans). *California State Scenic Highway System Map.* https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. (Accessed October 18, 2021).

California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol.* September 2013.

California Department of Water Resources. *Water Data Library (WDL) Station Map.* 2020. https://wdl.water.ca.gov/WaterDataLibrary/GroundwaterBrowseData.aspx?LocalWellNumber=&StationId=48343&StateWellNumber=05S03W33K001S&SelectedCounties=&SiteCode=336924N1171956W001&SelectedGWBasins=. (Accessed November 9, 2021)

California Energy Commission. *2019 Total System Electric Generation*. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2019-total-system-electric-generation. (Accessed March 10, 2021).

California Energy Commission. *California Energy Demand 2018–2030 Revised Forecast.* https://efiling.energy.ca.gov/getdocument.aspx?tn=223244. (Accessed March 10, 2021).

California Energy Commission. *Final 2017 Integrated Energy Policy Report*. April 2018.

California State Legislature, Legislative Analyst's Office. *An Evaluation of the School Facility Fee Affordable Housing Assistance Programs*. January 2001. http://www.lao.ca.gov/2001/011701_school_facility_fee.html. (Accessed October 15, 2021).

CalReycle. *SWIS Facility/Site Activity Details, El Sobrante Landfill*. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402. (Accessed October 21, 2021).

CEQAnet Web Portal. *EA No. 2017-03: Badlands Landfill Integrated Project Notice of Completion*. https://ceqanet.opr.ca.gov/2019049142/2. (Accessed October 21, 2021).

City of Menifee. *2021 Local Hazard Mitigation Plan*. 2021 LHMP Fault Map. https://www.cityofmenifee.us/DocumentCenter/View/14009/Fault_Map_2021_LHMP?bidId= (Accessed October 18, 2021).

City of Menifee. *City of Menifee Engineering Department LOS Traffic Study Guidelines.* Revised October 2020.

City of Menifee. *General Plan Draft Environmental Impact Report. State Clearinghouse #2012071033.* September 2013.

City of Menifee. *General Plan Land Use Element*. 2013.

City of Menifee. *General Plan Land Use Map*. Amended March 2020.

City of Menifee. *General Plan Noise Element*. Adopted 2013.

City of Menifee. *Trails, Parks, Open Space & Recreation Master Plan.* February 2016.

City of Menifee. *Zoning Map*. Amended April 2020.

City of Menifee Municipal Code, §9.130.020(D).

City of Menifee Municipal Code. Chapter 9.130 (Residential Zones), Table 9.130.040-1 Residential Zones Development Standards.

Eastern Municipal Water District. *2020 Urban Water Management Plan.* July 1, 2021.

Eastern Municipal Water District. *Perris Valley Regional Water Reclamation Facility*. https://www.emwd.org/sites/main/files/file-attachments/pvrwrffactsheet.pdf?1537295012. (Accessed October 21, 2021).

Eastern Municipal Water District. *Sun City Regional Water Reclamation Facility*. https://www.emwd.org/sites/main/files/file-attachments/suncityrwrffactsheet.pdf?1537295183. (Accessed October 21, 2021).

Federal Emergency Management Agency. *National Flood Insurance Program, Flood Insurance Rate Map, Riverside County, California and Incorporated Areas.* Panel 2055 of 3805. Pam Number 06065C2055H. Map revised August 18, 2014.

GeoSoils Inc., *Geotechnical Review/Update and Preliminary Geotechnical Evaluation ± 15 Acre Site, APN's 338-150-029 and 031 Sun City, Riverside County, California*. May 9, 2007. (Appendix E1).

GeoSoils, Inc. *Update Preliminary Foundation and Seismic Design Parameters ± 15-Acre Site, River Walk Village Project (APN's 338-150-029 and 031), City of Menifee, Riverside County, California*. Page 2. April 5, 2021. (Appendix E2).

Jacobs Engineering Group, Inc. *Biological Resources Assessment, Jurisdictional Delineation Report, & MSHCP Consistency Analysis.* December 2001. (Appendix C1).

Kolibrien. *Preliminary Drainage Report for Menifee Riverwalk Townhomes.* Prepared April 30, 2021, Updated May 16, 2021 and July 5, 2021. (Appendix G2).

Kolibrien. *Project Specific Water Quality Management Plan, Menifee Riverwalk Townhomes.* Prepared April 19, 2021, Revised October 3, 2021. (Appendix G1).

LSA Associates, Inc. *Peer Review of the Phase I Cultural Resources Assessment*. December 2021. (Appendix D2).

LSA Associates, Inc., *Revised Peer Review of the Biological Resources Assessment and Jurisdictional Delineation Report (July 2011) for the River Walk Village Project in Menifee, California for MSHCP and CEQA Compliance*. January 2022 (Appendix C2).

LSA Associates, Inc. *River Walk Village Project Air Quality, Greenhouse Gas Emissions, and Energy Analysis.* December 2021. (Appendix B).

LSA Associates, Inc., *River Walk Village Project Noise and Vibration Impact Analysis*. December 2021.

LSA Associates, Inc. *River Walk Village Project Vehicle Miles Traveled Analysis Memorandum.* January 2022.

LSA Associates, Inc. *Traffic Study, River Walk Village, City of Menifee, Riverside County, California.* May 2022.

Patel & Associates Geotechnical Services. *Phase I Environmental Site Assessment, APN 338-150-046 and 338-150-031.* Menifee, CA. Page 10. May 29, 2021. (Appendix F).

South Coast Air Quality Management District. *Final Localized Significance Thresholds Methodology.* June 2003, Revised July 2008.

South Coast Air Quality Management District. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.* May 6, 2005.

Southern California Association of Governments. *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy.* Adopted September 2020.

Southern California Association of Governments. *Local Profiles Report 2019, Profile of the City of Menifee.* May 2019.

United States Census Bureau. *QuickFacts, Menifee City, California.* https://www.census.gov/quickfacts/menifeecitycalifornia. (Accessed October 18, 2021).

United States Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey.* https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. (Accessed November 9, 2021).

United States Department of Energy. *Energy Independence & Security Act of 2007*. https://www.afdc.energy.gov/laws/eisa. (Accessed March 10, 2021).

United States Environmental Protection Agency. *The 2020 EPA Automotive Trends Report.* January 2021

United States Environmental Protection Agency and the National Highway Traffic Safety Administration. *Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles – Phase 2.* August 2016.

United States Environmental Protection Agency and United States Department of Transportation. *The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks.* August 24, 2018. https://www.govinfo.gov/content/pkg/FR-2018-08-24/pdf/2018-18418.pdf. (Accessed March 10, 2021).

APPENDIX A
PROJECT PLAN SET

This page intentionally left blank

APPENDIX B
AIR QUALITY, GREENHOUSE GAS, AND ENERGY MEMORANDUM

This page intentionally left blank

APPENDIX C1
BIOLOGICAL RESOURCES ASSESSMENT

This page intentionally left blank

APPENDIX C2
PEER REVIEW OF THE BIOLOGICAL RESOURCES ASSESSMENT

This page intentionally left blank

APPENDIX D1
CULTURAL RESOURCES ASSESSMENT

This page intentionally left blank

APPENDIX D2
PEER REVIEW OF THE CULTURAL RESOURCES ASSESSMENT

This page intentionally left blank

APPENDIX E1
GEOTECHNICAL REPORT

This page intentionally left blank

APPENDIX E2
UPDATE TO THE GEOTECHNICAL REPORT

This page intentionally left blank

APPENDIX F
PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

This page intentionally left blank

APPENDIX G1
WATER QUALITY MANAGEMENT PLAN

This page intentionally left blank

APPENDIX G2
DRAINAGE REPORT

This page intentionally left blank

APPENDIX H
NOISE REPORT

This page intentionally left blank

APPENDIX I1
TRAFFIC STUDY

This page intentionally left blank

APPENDIX I2
VEHICLE MILES TRAVELED MEMORANDUM

This page intentionally left blank

APPENDIX J
MITIGATION MONITORING AND REPORTING PROGRAM

This page intentionally left blank