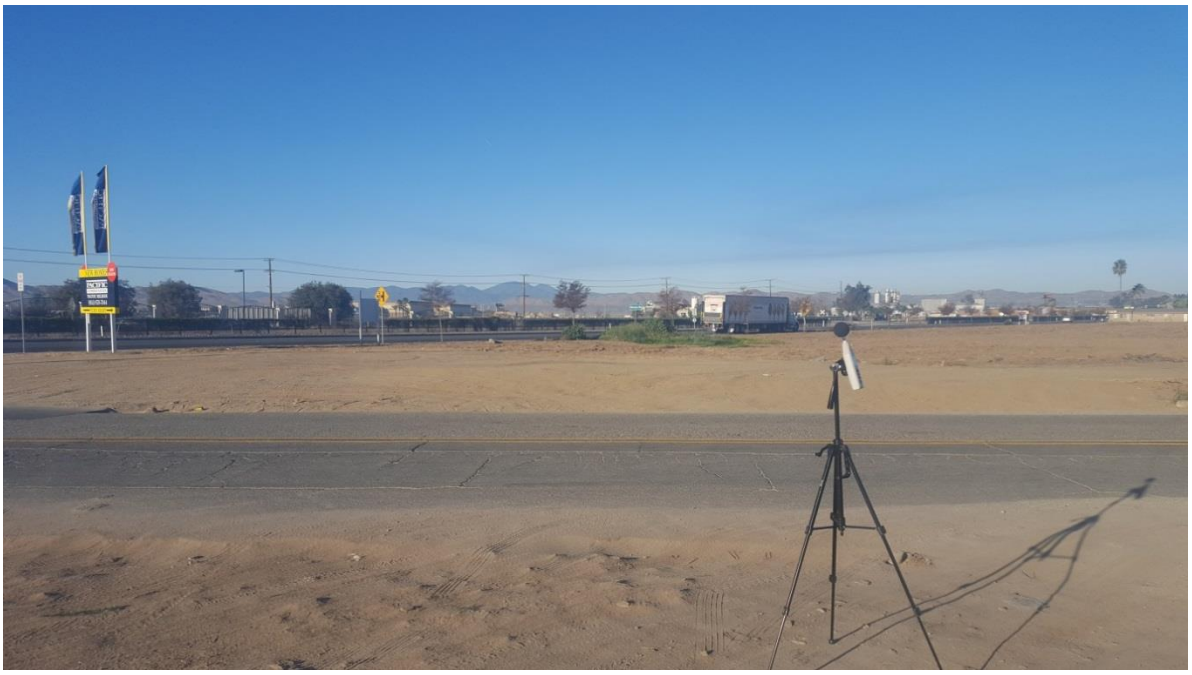

Trumble Road Pit Restoration

Administrative Draft
Initial Study – Mitigated Negative Declaration

prepared by

City of Menifee
Planning Division, Department of Community Development
29844 Haun Road
Menifee, California 92586
Contact: Ryan Fowler, Senior Planner

prepared with the assistance of

Rincon Consultants, Inc.
250 East 1st, Suite 1400
Los Angeles, California 90012

January 2023

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Initial Study

1. Project Title

Trumble Road Pit Restoration Project.

2. Lead Agency Name and Address

City of Menifee
29844 Haun Road
Menifee, California 92586

3. Contact Person and Phone Number

Ryan Fowler, Principal Planner
City of Menifee
29844 Haun Road
Menifee, California 92586
rfowler@cityofmenifee.us

4. Project Location

The planned development is located at 25675 Trumble Road in the City of Menifee (City), California ("Project Site"). The Project Site encompasses approximately 9.0 acres that are identified as Assessor Parcel Numbers (APNs) 329-240-046/-048/-049/ and -051. Figure 1, below, depicts the Project Site in relation to the general region and Figure 2, below, shows the Project Site in its neighborhood context.

5. Project Sponsor's Name and Address

North Pacific Development, Inc. (Applicant)
Ron Burek
20 Old Ranch Road
Laguna Nigel, CA 92677

6. General Plan Designation and Zoning

According to the Menifee Code of Ordinances (COO), the Project Site is within the Economic Development Corridor (EDC) zoning designation, which is intended to promote economic vitality and flexibility along the City's major development corridors. The Project Site is located in the Northern Gateway subarea, which is envisioned as an employment center at Menifee's northern gateway that focuses on providing opportunity for business park development and traditional industrial uses.

Figure 1 Regional Location

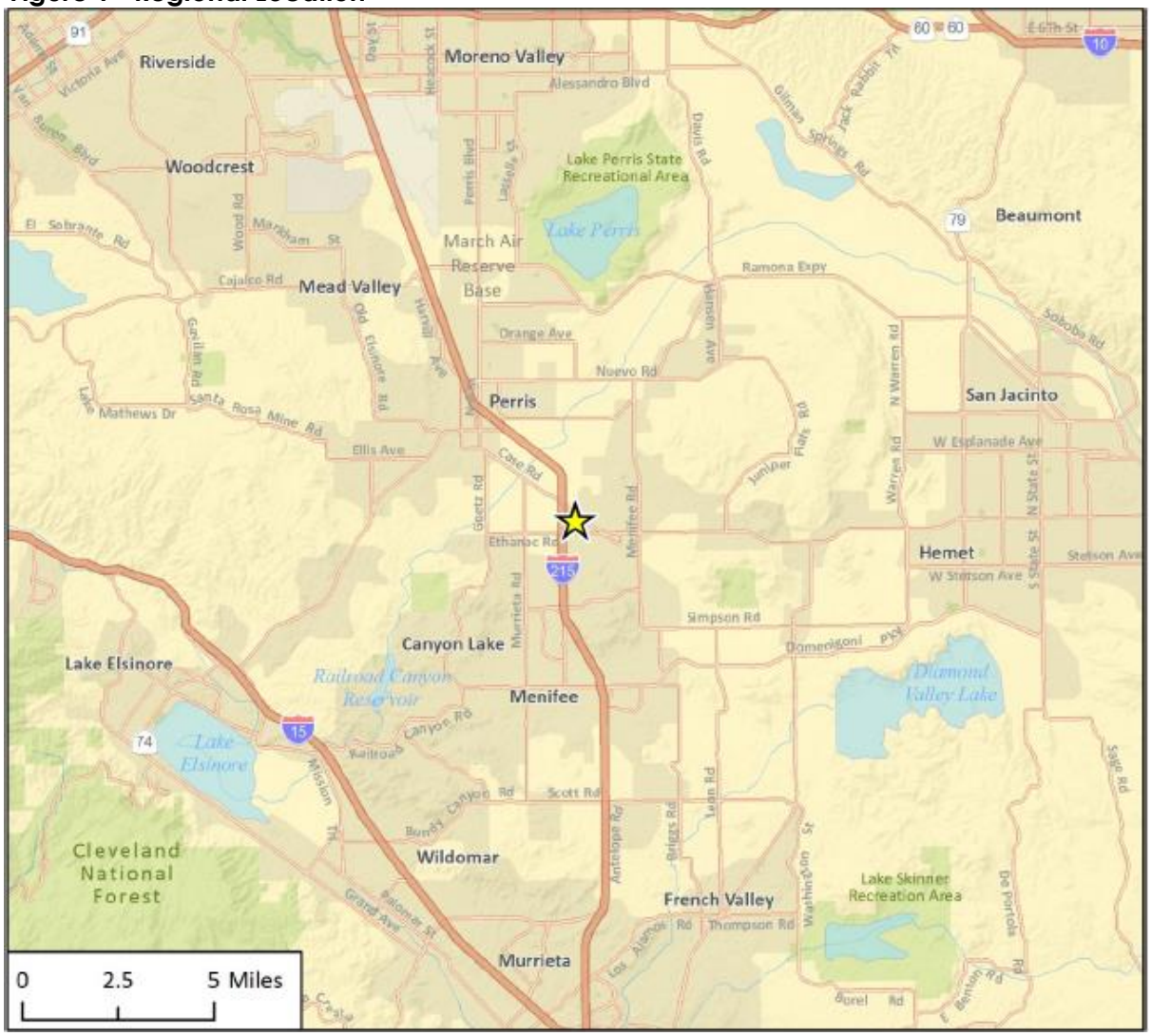

Figure 2 Project Location

7. Regional Setting

The City of Menifee is an inland city in Riverside County. Menifee is surrounded by Canyon Lake and Lake Elsinore to the west, the City of Perris to the north, the City of Hemet to the east, the City of Wildomar to the southwest, and the Cities of Murrieta and Temecula to the south. Regional access to the Project Site is available from Interstate 215 (I-215) and California State Route 74 (SR-74). Local vehicular access to the Project Site is available by Trumble Road. The Project Site is also accessible via Riverside Transit Agency (RTA) bus route 28, with the nearest bus stop located approximately half a mile northeast of the Project Site on Highway 74.

8. Project Site and Surrounding Land Uses

The Project Site consists of four parcels located at the southeast corner of the intersection of Watson Road and Trumble Road. The Project Site is an inactive fill site and the Proposed Project involves restoration to a topographically flat site. The Project Site is currently heavily disturbed and contains limited ruderal vegetation. The elevation is approximately 1,428 feet above mean sea level (AMSL). The surrounding area contains commercial and vacant land uses with Soil Retention Products located immediately across Trumble Road, west of the Project Site. The Project Site is surrounded by commercial and light industrial uses to the west, industrial uses and Watson Road to the north, commercial and light industrial uses to the east, and residential uses and Illinois Avenue to the south. Table 1, below, lists the existing land uses that are located immediately adjacent to the Project Site.

Table 1 Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Economic Development Corridor- EDC	Economic Development Corridor – Northern Gateway (EDC-NG)	Vacant
North	Economic Development Corridor- EDC	EDC-NG	Light Industrial
South	Economic Development Corridor- EDC	EDC-NG	Single Family Residential
East	Economic Development Corridor- EDC	EDC-NG	Light Industrial
West	City of Perris - Light Industrial and Community Commercial	City of Perris - Light Industrial and Community Commercial	Commercial

9. Description of Project

Project Background

An Initial Study (IS) was prepared for a prior iteration of this project in 2018 under a separate Mitigated Negative Declaration (MND), the previous project (“2018 Project” or “2018 MND”) included the submittal of Grading Permit No. 17-087R. The 2018 Project involved the rough grading and restoration of nine acres of the existing Trumble Open Pit located at 25675 Trumble Road

(Planning Case No. 2017-361). Since the approval and initiation of the 2018 Project, additional grading and restoration activities of the Trumble Open Pit have been proposed to finalize the overall development through this current proposed development plan, as described and analyzed throughout this IS-MND.

Project Description

Rough Grading Permit No. 22-019 is a proposal for rough grading and restoration of 7.6 acres of an open pit located at 25675 Trumble Road ("Proposed Project" or "Project"). The Project proposes 16,584 cy of cut and 306,448 cy of fill. Historically, operation of the Project Site has included mining activities and soil hauling for import and export purposes. Under the Proposed Project, no mining or soil export activities would occur, but soil import would occur, consistent with historical activities, until the former pit has been filled, and when restoration is complete. In a manner that is similar to historical activities, the Project would accept clean fill from other construction sites. Specifically, import of clean soil would come from unrelated projects in the area, primarily in the City of Menifee, and other surrounding areas of Western Riverside County that require export of soil to a local disposal site.

Grading activities are expected to extend for over two years, starting in approximately Fall/Winter 2022. Existing soil import activities would extend over four years from approximately Fall/Winter 2022 to 2026/2027 upon Project completion. Operational hours on the Project Site would be extended from 7:00 AM and 6:00 PM Monday through Saturday, except nationally recognized holidays.

10. Required Approvals

A formal Grading permit (i.e., Rough Grading Permit No. 22-019) is required through the City of Menifee Engineering Department.

11. Other Public Agencies Whose Approval is Required

General permitting required under Clean Water Act Section 401 and the Santa Ana Regional Water Quality Control Board (SARWQCB) pursuant to requirements of the National Pollutant Discharge Elimination System (NPDES) Permit.

12. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code (PRC) Section 21080.3.1?

As part of the process of identifying cultural resources issues in or near the Project Site, the City facilitated quarterly meetings with nearby tribes and sent letters inviting tribes to consult with the City as part of the MND process. The City requested a response to letters within 30 days of receipt as specified by Assembly Bill 52 (AB 52). The tribes that responded include Pechanga Band of

Luiseno Indians (Pechanga), Agua Caliente Band of Cahuilla Indians (Agua Caliente), Rincon Band of Luiseno Indians, and Soboba Band of Luiseno Indians (Soboba).

The Proposed Project was discussed with Pechanga at the quarterly meeting with the City held on July 14th and October 3rd, 2022, at these meetings the Pechanga representative approved standard conditions for cultural resources and requested spot checks on imported soil and a spot check monitor. Agua Caliente responded with a request for a Cultural Resource Assessment (CRA) and record search, which was fulfilled. Agua Caliente stated in a formal letter dated July 28th, 2022, that they defer their consultation to Soboba. Rincon Band of Luiseno Indians responded with the request that the City works closely with Pechanga and include them in all CEQA notices. In a quarterly meeting between Soboba and the City which took place on October 27th, 2022, Soboba requested standard cultural resources mitigation measures to be included and the existing treatment agreement to be updated. Accordingly, the requirements of AB 52 have been met for the Project since the consultation of the necessary tribes has occurred.

Determination

Based on 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 to 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 “less than significant with mitigation incorporated” 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 potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Printed Name	Title

Environmental Checklist

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 that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

a. Would the project have a substantial adverse effect on a scenic vista?

Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered by development.

The natural mountainous setting of the Menifee area is critical to its overall visual character and provides scenic vistas. Scenic views from Menifee include the San Jacinto Mountains to the northeast and east; the San Bernardino Mountains to the north; the San Gabriel Mountains to the northwest; and the Santa Ana Mountains to the west and southwest. The Project is located at the southeast corner of the intersection of Watson Road and Trumble, where views of hillsides and mountains are visible from all directions from the Project Site, though existing structures and trees obstruct clear viewsheds. However, as discussed in the General Plan Draft EIR, implementation of General Plan policies would ensure that areas that are designated for development would minimize impacts on scenic vistas by preserving the undisturbed hillsides and other natural landforms.

Moreover, the Proposed Project does not include new structures and is located in a heavily disturbed area. Existing view sheds of scenic resources are already blocked by surrounding development, and implementation of the Proposed Project would not alter any view sheds.

The Proposed Project would involve grading and restoration of roughly 7.6 acres of the Trumble Road open pit development site. Construction and hauling activities would be temporary in nature, and no new structures are proposed. Therefore, impacts to scenic vistas would be less than significant.**LESS THAN SIGNIFICANT IMPACT**

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

The Project Site is not adjacent to any officially designated state scenic highway as identified by the California Scenic Highway Mapping System (California Department of Transportation [Caltrans] 2019). However, the City of Menifee General Plan Community Design Element designates I-215 as an Enhanced Landscape Corridor (Menifee 2013). Enhanced Landscape Corridors are intended to help foster a strong identity along the city's major corridors and receive special design consideration to ensure they complement the existing community and help visually frame the community's most distinctive features. The City's Scenic Corridors are the same as roadways designated Eligible County Scenic Highways in the Circulation Element. The Proposed Project is located 0.3 mile east of I-215. The Proposed Project cannot be seen from I-215 due to the flat topography of the area and surrounding development. All proposed changes would be contained within the Project Site.

The Project Site contains no scenic resources such as rock outcroppings, significant trees, or historical buildings. Furthermore, implementation of the Proposed Project would restore a pit, which may be considered more attractive compared to an open pit. Therefore, development of the Proposed Project would not damage scenic resources within view from a state scenic highway. Moreover, as discussed in the General Plan EIR, implementation of General Plan policies and compliance with City Design Guidelines would ensure that the Proposed Project would not cause significant impacts on these resources. In addition, I-215 is not an officially designated as a scenic highway, impacts to these views would be less than significant, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

c. Would the project, 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?

Development of the Project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the Project Site's existing surroundings.

The Proposed Project is a restoration project, importing soil over a period of time to fill the previously mined pit. Grading and fill activities would be temporary and would not result in any permanent visual impacts. The Project would enhance the existing conditions of the Project Site, improving the overall visual character of the light industrial surroundings. There are no proposals for new construction within this Project proposal. Restoration of the pit would improve the visual character of the area; therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). There are lighting sources adjacent to the Project Site on Trumble Road, including free-standing streetlights, light fixtures on buildings, vehicle headlights, and traffic lights. There are no existing light sources on the Project Site.

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

The City of Menifee General Plan Community Design Element includes goals that encourage attractive landscaping, lighting, and signage that conveys a positive image of the community (CD-6) and that limit light leakage and spillage that may interfere with the operations of the Palomar Observatory (Goal CD-6.5). Lighting associated with the Proposed Project would comply with Menifee Municipal Code Section 6.01 and General Plan goals. Accordingly, the Proposed Project would have a less than significant impact on interfering with the nighttime use of the Mt. Palomar Observatory.

Sources of daytime glare are typically concentrated in commercial areas and are often associated with retail uses. Glare results from development and associated parking areas that contain reflective materials such as glass, highly polished surfaces, and expanses of pavement. Construction vehicles of the Proposed Project would have glass windshields, which would be a minor and temporary introduction of reflective materials to the Project Site. Given the nature of the Proposed Project, reflective glare impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	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 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?	☐	☐	☐	■

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The Proposed Project is located on a developed site, and the surrounding parcels are comprised of commercial and light industrial uses. The map of Important Farmland in California (2014) prepared by the Department of Conservation (DOC) does not identify the Project Site as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2016). The Project Site is designated as Farmland of Local Importance and Urban and Built-Up Land by the Farmland Mapping and Monitoring Program (FMMP), which means the site had been designated for agricultural use in previous local plans (DOC 2016). However, the Project Site is not designated as being Prime

Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project Site is designated EDC in the City's General Plan and is zoned EDC - Northern Gateway (EDC-NG). The Project Site is already heavily disturbed. And according to the General Plan and Zoning Map, the Proposed Project is intended for non-farmland uses, and would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance into non-agricultural uses. Therefore, no impact would occur.

NO IMPACT

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

No Williamson Act Contracts are active for the Project Site. The Project Site is zoned EDC - Northern Gateway (EDC-NG), which is intended as a business park area providing light industrial uses. Therefore, the Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act Contract. Thus, no impact would occur.

NO IMPACT

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))?

Public Resources Code Section 12220(g) identifies forest land as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish, and wildlife, biodiversity, water quality, recreation, and other public benefits. The Project Site and surrounding properties are not currently being managed or used for forest land as defined in Public Resources Code Section 12220(g). Historically, operation of the Project Site has included mining activities and soil hauling for import and export purposes. Therefore, development of the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Thus, no impact would occur.

NO IMPACT

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

The Project Site has historically been used for mining activities and soil hauling; thus, there would be no loss of forest land or conversion of forest land to non-forest use as a result of the Proposed Project. As a result, no impact would occur.

NO IMPACT

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?

The Project Site is classified as Farmland of Local Importance and Urban Built-Up Land; however, the Project Site is designated EDC and zoned EDC – Northern Gateway (EDC-NG). The Project Site is not currently being used for agriculture, nor has it been historically used for agriculture. Menifee's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable (Menifee 2013). Development of the Proposed Project would not involve changes in the existing

environment in a manner that would result in the conversion of agricultural land to non-agricultural land or forest land to non-forest land. Therefore, no impact would occur, and no mitigation is required.

NO IMPACT

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3 Air Quality

	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 analysis below is based on the Air Quality Impact Analysis/CalEEMod (CalEEMod Output Model) prepared by Rincon Consultants (refer to Appendix B). Below is a summary of the Air Quality Report in order to support the recommended significance conclusion.

Current Air Quality

The South Coast Air Quality Management District (SCAQMD) operates a network of air quality monitoring stations throughout the SCAB. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards. The monitoring station located closest to the Project is the Perris station, located at 237 ½ North D Street, Perris, approximately four miles northwest of the Project Site. **Error! Reference source not found.** indicates the number of days that each of the standards has been exceeded at the Perris station. However, this station does not monitor $PM_{2.5}$ or NO_2 emissions; therefore, data for $PM_{2.5}$ and NO_2 emissions were obtained from the Lake Elsinore-W Flint Street monitoring station located approximately ten miles west of the Project Site at 506 W Flint St, Lake Elsinore. The data collected at the station indicates that the State and federal 8-hour ozone standards have been exceeded each year from 2018 to 2020 and the State worst hour ozone standards were exceeded each year from 2018 to 2020, while the federal worst hour ozone standards were exceeded once in 2020. No other State or federal standards were exceeded at the stations.

Air Quality Management Plan

Under state law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in nonattainment. Every 3 years, the SCAQMD prepares a new Air Quality Management Plan (AQMP), which updates the previous plan and has a 20-year horizon. The

SCAQMD adopted the Final 2016 AQMP on March 7, 2017 and submitted it to the California Air Resources Board (CARB) for review. The 2016 AQMP includes the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. The SCAQMD's 2016 AQMP is a comprehensive and integrated plan primarily focused on addressing the ozone standards and was developed through a collaborative regional and multi-agency effort (SCAQMD, CARB, Southern California Association of Governments [SCAG], and U.S. Environmental Protection Agency [USEPA]). State and federal planning requirements include developing control strategies, attainment demonstrations, reasonable further progress, and maintenance plans. The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and updated emission inventory methodologies for various source categories.

Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with a margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. Therefore, the majority of sensitive receptor locations are schools, hospitals, and residences. The sensitive receptors closest to the Project Site are the single-family residences located directly adjacent to the southwest and south of the Project Site on Illinois Avenue and Trumble Road.

Local Regulations

The City of Menifee General Plan Open Space and Conservation Element contains the following goal and related policies specific to air quality (City of Menifee 2013):

Goal OSC-9: Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.

Policy OSC-9.1	Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.
Policy OSC-9.2	Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.
Policy OSC-9.3	Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.
Policy OSC-9.4	Support the Riverside County Regional Air Quality Task Force, the Southern California Association of Government's Regional Transportation Plan/Sustainable Communities Strategy, and the South Coast Air Quality Management District's Air Quality Management Plan to reduce air pollution at the regional level.

Policy OSC-9.5 Comply with the mandatory requirements of Title 24 Part 1one of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.

SCAQMD Significance Thresholds

To determine whether a project would result in a significant impact to air quality, Appendix G of the *CEQA Guidelines* requires consideration of whether a project would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The SCAQMD has adopted guidelines for quantifying and determining the significance of air quality emissions.

Regional Significance Thresholds

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term Project operation in the SCAB, shown in Table below, are used to evaluate a Project's potential air quality impacts.

Table 2 SCAQMD Air Quality Thresholds of Significance

Pollutant	Construction (Pounds per Day)	Operation (Pounds per Day)
NO_x	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_x	150	150
CO	550	550

NO_x = Nitrogen Oxides; VOC = Volatile Organic Compounds; PM_{10} = Particulate Matter with a diameter no more than 10 microns; $PM_{2.5}$ = Particulate Matter with a diameter no more than 2.5 microns; SO_x = Sulfur Oxide; CO = Carbon Monoxide

Source: SCAQMD 2019

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_X, CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each Source Receptor Area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions within construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location

and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008, 2009). As such, LSTs are typically applied only to construction emissions, because the majority of operational emissions are associated with Project-generated vehicle trips.

The SCAQMD provides LST lookup tables for project sites that measure one, two, or five acres. If a site is greater than five acres, SCAQMD recommends a dispersion analysis be performed. The Project Site is 7.6 acres, as mentioned above. However, this analysis assumes that there would be no more than five acres undergoing active earthwork at one time and relies on the five-acre LSTs for significance determinations. The five-acre LSTs provide a more stringent threshold for construction emissions compared to the analysis of emissions over a larger area. The Project Site is located in SRA-24 (SCAQMD 2008). LSTs for construction on a five-acre site in SRA-24 are shown in Table , below. LSTs are provided for receptors at a distance of 82 to 1,640 feet (25 to 500 meters) from the Project Site boundary. As described above, the sensitive receptor closest to the Project Site are the single-family residences located immediately adjacent to the south and west of the site. According to the SCAQMD's publication *Final Localized Significance Thresholds Methodology*, projects with boundaries located closer than 82 feet to the nearest receptor should use the LSTs for receptors located at 82 feet.

Table 3 SCAQMD LSTs for Construction (SRA-24)

Pollutant	Allowable Emissions from a 5 -acre Site in SRA-24 for a Receptor 82 Feet Away
Gradual conversion of NO_X to NO_2	270
CO	1,577
PM_{10}	13
$PM_{2.5}$	8

Source: SCAQMD. October 2009. Table C-1. 2006 – 2008 Thresholds for Construction and Operation with Gradual Conversion of NOX to NO2. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2

Toxic Air Containments Thresholds

SCAQMD has developed significance thresholds for the emissions of TACs based on health risks associated with elevated exposure to such compounds. For carcinogenic compounds, cancer risk is assessed in terms of incremental excess cancer risk. A project would result in a potentially significant impact if it would generate an incremental excess cancer risk of 10 in 1 million (1×10^{-6}) or a cancer burden of 0.5 excess cancer cases in areas exceeding 1 in 1 million risks. Additionally, non-carcinogenic health risks are assessed in terms of a hazard index. A project would result in a potentially significant impact if it would result in a chronic and acute hazard index greater than 1.0 (SCAQMD 2019).

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

A significant impact could occur if the Proposed Project conflicts with or obstructs implementation of the SCAQMD -South Coast Air Basin 2016 Air Quality Management Plan (AQMP). Conflicts and obstructions that hinder implementation of the AQMP could delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2016 AQMP is affirmed when a

project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.

The Proposed Project would not conflict with or obstruct implementation of the AQMD, based on the following consistency review:

(1) The Proposed Project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated by the analysis in the attached Air Quality Report; therefore, the Proposed Project would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standard violation.

(2) A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The 2016 AQMP, the most-recent AQMP adopted by the SCAQMD, incorporates local city general plans and the SCAG 2016 RTP socioeconomic forecast projections of regional population, housing, and employment growth. The Proposed Project involves grading and restoring over seven acres of the Trumble Road Open Pit, which would neither result in any long-term operational emissions, nor a direct increase in the City's housing or population. Although the Proposed Project would consist of construction activities, which would require a relatively small number of construction workers, these activities would be temporary and it is anticipated that construction workers would come from surrounding communities, which would not result in indirect increase in population due to employment growth. Therefore, the Project would not generate growth beyond AQMP forecasts, and the Project would be consistent with the AQMP.

According to the Air Quality Analysis (attached as Appendix B to this MND) prepared for the Proposed Project and the consistency analysis presented above, the Proposed Project would not conflict with the AQMP. Therefore, a less than significant impact would occur, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

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?

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The 2016 AQMP, the most-recent AQMP adopted by the SCAQMD, incorporates local city general plans and the SCAG 2016 RTP socioeconomic forecast projections of regional population, housing, and employment growth. The Proposed Project involves grading and restoring 7.6 acres of the Trumble Road Open Pit, which would neither result in any long-term operational emissions, nor a direct increase in the City's housing or population. Although the Project would include some construction activities, which would require construction workers, these activities would be temporary and it is anticipated that construction workers would come from surrounding communities, which would not result in an indirect increase in population due to employment growth. Therefore, the Project would not generate growth beyond AQMP forecasts, and the Project would be consistent with the AQMP.

Table 4 Construction Emissions (pounds/day)

	Maximum Emissions[1] (lbs/day)				
Year	**ROG**	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
2022	3	59	22	10	4
2023	2	47	21	9	4
SCAQMD Thresholds	75	100	550	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**
Maximum Onsite	2	20	13	5	3
Local Significance Threshold	NA	270	1,577	13	8
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**

Notes: All calculations were made using CalEEMod. See Appendix B for calculations. Emission data is pulled from "mitigated" results that include compliance with regulations.

LESS THAN SIGNIFICANT IMPACT

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

Areas with high vehicle density, such as congested intersections, have the potential to create high concentrations of CO, known as CO hotspots. A project's localized air quality impact is considered significant if CO emissions create a hotspot where either the California one-hour standard of 20 ppm or the federal and State eight-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (level of service [LOS] E or worse). As mentioned above, the Project would include temporary construction activities, grading and restoring nine acres of the Trumble Road Open Pit, and would not result in long-term operational CO emissions. Additionally, as mentioned, the Project would not increase haul trips to the Project Site from what was analyzed under the 2018 MND. Because the Project would result in fewer vehicle trips to the Project Site and would not generate CO emissions above thresholds, the Project would not result in the creation of CO hotspots or expose sensitive receptors to substantial pollutant concentrations.

LESS THAN SIGNIFICANT IMPACT

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

The *1993 SCAQMD CEQA Air Quality Handbook* identifies land uses associated with odor complaints. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding facilities. An open dirt pit is not identified as a land use associated with odor complaints in the *1993 SCAQMD CEQA Air Quality Handbook*, and compliance with existing rules and regulations (i.e., SCAQMD Rule 402) would further limit odors generated by construction. Further, demolition and construction activities could create temporary odors associated with diesel fuel combustion. These odors could be considered to be objectionable; however, due to the short-term and temporary nature of construction activity, odor impacts would not be significant. Therefore, the Proposed Project would not generate objectionable odors affecting a substantial number of people and the impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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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, or 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?	☐	☐	■	☐

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?

The Project Site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) (Menifee 2013). The Project Site is within the Sun City/Menifee Valley Area Plan of the MSHCP; however, it is not located within a cell (a unit within the Criteria Area generally 160 acres in size) or cell group (an identified grouping of cells within the Criteria Area). The existing degraded condition of the Project Site has resulted in low biological diversity, absence of special-status plant communities, and the selected special-status species are not expected to utilize or occur on the Project Site. Construction activities would not be expected to directly impact federal- or state-listed threatened or endangered species, jeopardize the continued existence of listed species (or special-status species), nor directly impact designated critical habitat. Development of the Project Site would not be expected to substantially affect special-status resources, jeopardize the continued existence of listed species (or special-status species), nor directly impact designated critical habitat. Also, Project Site development is not expected to substantially alter the diversity of plants or wildlife in the area nor cause a population of plant or wildlife species to drop below self-sustaining levels. Therefore, the Proposed Project would have a less than significant impact on endemic plant species, and no mitigation is required.

Given that the Project Site has been heavily disturbed by mining activities in the past, the presence of habitat for special species at the Project Site would be unlikely. Although the Project Site does not provide potential nesting refugia and only marginally suitable burrowing owl foraging habitat is present, the Project Site may have the potential to support burrowing owls in the future. Therefore, the Project is subject to the City's standard regulatory compliance measures regarding burrowing owl avoidance. This standard regulatory requirement implies compliance with a 30-day preconstruction survey for burrowing owl, which is required by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) to determine if burrowing owl is present within the survey area. The survey shall be conducted by a qualified biologist no more than 30 days prior to ground disturbance in accordance with MSHCP survey requirements to avoid direct take of burrowing owl. If burrowing owl are determined to occupy the Project Site or immediate vicinity, the City of Menifee Planning Division shall be notified and avoidance measures must be implemented, as appropriate, pursuant to the MSHCP, the California Fish and Game Code, the Migratory Bird Treaty Act, and the mitigation guidelines prepared by the California Department of Fish and Wildlife (CDFW). The CDFW recommends that no disturbance should occur within 50 meters (approximately 160 feet) of occupied burrows during the non-breeding season and no disturbance should occur within 75 meters (approximately 250 feet) of occupied burrows during the breeding season. For unavoidable impacts, passive or active relocation of burrowing owls would need to be implemented by a qualified biologist outside the breeding season, in accordance with procedures set by the MSHCP and in coordination with the CDFW. Implementation of this standard condition would reduce potential impacts to burrowing owls to less-than-significant levels and ensure consistency with the MSHCP. Therefore, the Proposed Project would result in a less than significant impact relating to habitat modifications relating to burrowing owls.

LESS THAN SIGNIFICANT IMPACT

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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Aerial photographs, topographic maps, soils maps, and all relevant local or regional plans, policies, and regulations of CDFW and USFWS were reviewed for signs of flowing or ponded water, topographic depressions, and drainage features. No suitable habitat for sensitive vernal pool invertebrates was observed on the Project Site. The nearest body of water is a canal located 1.8 miles northwest of the Project Site. There is no suitable habitat within the Project Site to support riparian habitat. As a result, with respect to causing a substantial adverse effect on riparian habitat or other sensitive natural communities, the Proposed Project would result in no significant impact. Therefore, no mitigation is required.

NO IMPACT

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?

The U.S. Army Corps of Engineers (USACE), under Section 404 of the Federal Clean Water Act (CWA), regulates discharges of dredged or fill materials into "waters of the United States". These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a connection to interstate or foreign commerce. The USACE typically regulates as non-wetland waters of the U.S. any body of water displaying an ordinary high water mark (OHWM). To be considered a jurisdictional wetland under Section 404, an area must possess hydrophytic vegetation, hydric soils, and wetland hydrology. CDFW, under Sections 1600 *et seq* of the California Fish and Game Code, regulates alterations to lakes, rivers, and streams. A stream is defined by the presence of a channel bed and banks, and at least an occasional flow of water. The Regional Water Quality Control Board (RWQCB) is responsible for the administration of Section 401 of the CWA, through water quality certification of any activity that may result in a discharge to jurisdictional waters of the U.S. The RWQCB may also regulate discharges to "waters of the State" including wetlands, under the California Porter-Cologne Water Quality Control Act. No potential jurisdictional waters were identified on the Project Site. Thus, the Proposed Project is not subject to the regulatory authority of the USACE under Section 404 of the CWA, the RWQCB under Section 401 of the CWA, or the CDFW under Sections 1600 *et seq* of the California Fish and Game Code. Therefore, implementation of the Project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Thus, no impacts would occur.

NO IMPACT

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?

The Project Site does not serve as a migratory corridor and would not interfere with the movement of any native resident or migratory fish or wildlife species and would not interfere with established native resident or migratory wildlife corridors, nor impede the use of native wildlife nursery sites. There are existing trees on the southern edge of the Project Site along with existing trees surrounding the Project Site. These trees are not considered Heritage Trees according to the City's tree preservation ordinance; however, they may provide suitable nesting habitat for a number of migratory bird species. Impacts to nesting birds by the Proposed Project are prohibited under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. Therefore, the Project is subject to the City's standard conditions of approval or regulatory compliance measures regarding nesting bird avoidance. These standard measures require one of the following to be implemented:

- Conduct grading activities from September 1st through January 31st, when birds are not likely to be nesting on the site.

-or-

- Conduct pre-construction surveys for nesting birds if construction is to take place during the nesting season (February 1 through August 31). A qualified wildlife biologist shall conduct a pre-construction nest survey no more than three (3) days prior to initiation of grading to provide confirmation of the presence or absence of active nests on or immediately adjacent to the Project Site. If active nests are encountered, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of the nest shall be deferred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by the qualified biologist verifying that (1) no active nests are present, or (2) that the young have fledged, shall be submitted to the City prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A report of the findings prepared by a qualified biologist shall be submitted to the City prior to ground disturbance and/or issuance of a grading permit.

With the City's standard condition of approval regarding nesting bird avoidance incorporated to reduce potential impacts to nesting birds in the on-site trees, potential impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

There are trees located along the southern boundary of the Project Site. No trees would be moved as a result of the Project. Therefore, the Proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impact would occur, and no mitigation is required.

NO IMPACT

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?

The Project Site is within the planning area of the Western MSHCP and complies with the provisions of that. Moreover, adherence to the burrowing owl standard regulatory compliance measured described above, would ensure that potential impacts to burrowing owls are reduced to less than significant levels. With adherence, the Proposed Project would not conflict with any Habitat Conservation Plan or Natural Community Conservation Plan. The Proposed Project would thus result in a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

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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?	☐	☐	■	☐

A Cultural Resources Report was prepared on June 19, 2018, as part of the 2018 MND and can be found in Appendix A. The Cultural Resources Report describes a records search for cultural resources for the Project Site through the California Historical Resources Information System (CHRIS) conducted on March 8, 2018, and a cultural resources survey conducted by the Project archaeologist on March 13, 2018. The following section is partially based on the Cultural Resources Report.

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

This Project Site does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the CEQA Guidelines. The Project Site is not listed with the State Office of Historic Preservation (SHPO) or the National Register of Historic Places (OHP 2022; National Park Service 2022). The Project Site has been heavily disturbed and there are no known historically or culturally significant resources, structures, buildings, or objects located on the Project Site. Furthermore, on March 13, 2018, a cultural resources survey was conducted and found that no previously unrecorded cultural or archaeological resources were on the Project Site. As such, the Proposed Project would not cause an adverse change in the significance of a historical resource and impacts to historic resources are not anticipated. Therefore, no impact would occur, and no mitigation is required.

NO IMPACT

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

The Project Site is located in a light industrial area in the City. On March 8, 2018, Rincon conducted a records search of the CHRIS at the Eastern Information Center (EIC) located at University of California, Riverside to identify previous cultural resources studies and previously recorded cultural resources within a 0.5-mile radius of the Project Site. The EIC records search identified 17 previous studies within 0.5-mile radius of the Project Site, none of which included the Project Site. One study

(RI-08771) was conducted adjacent to the Project Site and included the Burlington Northern Santa Fe Railway right-of-way. The EIC records search identified 10 cultural resources within a 0.5-mile radius of the Project Site, none of which are located at the Project Site. Two of the resources (P-33-015743 [California Southern Railway mainline] and P-33-021493 [Watson Road]) are adjacent to the Project Site.

On March 13, 2018, the Project archaeologist conducted a cultural resources survey of the Project Site. The survey consisted of walking transects on the perimeter of the Project Site outside of the existing pit and on the base of the pit, where permitted. The exposed sidewalls were examined from the base of the pit. The survey was limited in certain areas due to large stockpiles of building refuse and storage areas for heavy machinery, including trucks, trailers, excavators, and other construction equipment at the Project Site. Ground visibility on the Project Site was limited (approximately 35 to 40 percent visibility). During the survey efforts, the archaeologist examined areas of exposed ground surface for prehistoric artifacts (e.g., chipped stone tools and production debris, stone milling tools, ceramics), historic debris (e.g., metal, glass, ceramics), or soil discoloration that might indicate the presence of a cultural midden. The cultural resources survey identified no previously unrecorded resources on the Project Site and the site is not considered to be sensitive for archaeological resources.

Under the previous 2018 MND process, at the City's quarterly meeting with Soboba held on February 27, 2018, Planning Division staff discussed the Project Site and ongoing construction activities (and future potential projects at the site) with Joseph Ontiveros (Soboba). Mr. Ontiveros has requested that an archaeologist conduct a "walk through" site visit and prepare a Cultural Resources technical memorandum for the Proposed Project. As such, Rincon prepared a Cultural Resources technical memorandum that provided information (as requested) to Soboba (and other local Tribes) pursuant to AB-52 and also provided supporting technical information related to the 2018 MND.

As part of the process of identifying cultural resource issues in or near the Project Site for this iteration of the Proposed Project, the City coordinated with Pechanga, Agua Caliente, Rincon Band of Luiseno Indians, and Soboba. At the City's quarterly meetings with Pechanga held on July 14th and October 3rd, 2022, the Pechanga representative approved standard conditions for cultural resources and requested spot checks on imported soil and a COA spot check monitor. In a quarterly meeting between Soboba and the City which took place on October 27th, 2022, Soboba requested standard cultural resources mitigation measures to be included and the treatment agreement to be updated. As such, the tribal consultation and requests have been fulfilled through mitigation measures CUL-1 and CUL-2.

Although the Proposed Project would not have an impact on any known cultural resources, the possibility that sensitive buried materials may be unearthed during construction from the import of fill may be likely. As such, the City's standard conditions of approval have been incorporated, similar to the proposed mitigation measures in the 2018 MND and are described in the summary paragraphs below.

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). 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. At the meeting, the significance of the discoveries will 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, if needed. Grading of further ground disturbance will not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work will be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors, if needed. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan Treatment and Monitoring Agreements entered with the appropriate tribes. This may include avoidance of the cultural resources through Project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project Site so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.

Consistent with the previous 2018 MND, in the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures will be carried out for final disposition of the discoveries one or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department:

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

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

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

Prior to issuance of a grading permit the Project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities 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 AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the Project Site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Public Resources Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

a. Project grading and development scheduling.

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

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

Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two 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 Pechanga Cultural Resources Department.

Furthermore, Mitigation Measures CUL-1 and CUL-2 have been incorporated, which require Soboba and Pechanga monitoring during all ground-disturbing activities. Also, General Plan policies are in

place to preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects, and native burial sites, traditional cultural landscapes, and other features, consistent with state law and any laws, regulations or policies which may be adopted by the City (OCS-5.1). The Proposed Project would result in a less than significant impact relating to buried cultural resources with implementation of Mitigation Measures CUL-1 through CUL-2, as detailed below.

Mitigation Measures

CUL-1: Native American Monitoring (Soboba)

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

CUL-2: Native American Monitoring (Pechanga)

Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the Project to the Community Development Department and to the Engineering Department. The 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.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

No human remains or cemeteries are anticipated to be disturbed by the Proposed Project, due to the Project Site's existing conditions and purpose. Although highly unlikely, the potential exists for the uncovering of human remains during the excavation of the 16,584 cy of cut. 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. Human remains from other ethnic/cultural groups with recognized historical associations to the

Project area shall also be subject to consultation between appropriate representatives from that group and the Community Development Director.

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).

With compliance with the above-referenced state laws, the Proposed Project, with regard to the potential discovery of human remains or cemeteries during construction, would result in a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

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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?	☐	☐	■	☐
a. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	■	☐

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?

During Project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction heavy equipment, light-duty vehicles, machinery, and generators on the Project Site and construction worker travel to and from the Project Site. The Project would require grading and eventual paving of the Project Site. Temporary grid power may also be provided to construction trailers or electric construction equipment. However, energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. Furthermore, in the interest of cost efficiency, construction contractors would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, Proposed Project construction would not result in a potential impact due to wasteful, inefficient, or unnecessary consumption of energy resources, and no construction-related energy impact would occur. Due to the nature of the Project, operation of the Project would produce minimal consumption of energy resources as there is no proposed operations post-construction. Therefore, construction and operational energy impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The Project does not conflict or inhibit the implementation of any energy efficiency policies adopted in the City's General Plan. As discussed below in Section 8, *Greenhouse Gas Emissions*, the Proposed Project would not conflict with applicable greenhouse gas reduction plans, which include energy efficiency measures. Therefore, in regard to state or local plans for renewable energy or energy efficiency, no impact would occur.

NO IMPACT

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:				
1. 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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	☐	■
4. 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?	☐	☐	■	☐

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Although the Project Site is located in seismically active Southern California, the site is not located within an Alquist-Priolo Earthquake Fault Zone (DOC 2015). No faults were identified on the site during site evaluation. In addition, the site is not located within a fault zone as delineated by the City of Menifee. The closest active fault is the Anza segment of the San Jacinto Fault Zone; an active, right-lateral, strike-slip fault, located approximately 9.9 miles northeast of the Project Site. Therefore, impacts would be less than significant, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

The Proposed Project would be subject to ground-shaking impacts should a major earthquake in the area occur in the future. Potential impacts include injury or loss of life and property damage. However, the Proposed Project would not include new structures. Furthermore, the Project Site is subject to strong seismic ground shaking as are virtually all properties in Southern California. Adherence to existing regulations would reduce the risk of loss, injury, and death; and impacts due to strong ground shaking would be less than significant. No mitigation is required.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high groundwater table (within 50 feet of the surface). Affected soils lose all strength during liquefaction and foundation failure can occur.

According to the California Department of Conservation Seismic Hazard Evaluation system and the Menifee General Plan, the Project Site is not located in a Zone of Required Investigation for liquefaction (DOC 2015). This indicates that the area has not been subject to historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions do not indicate potential for permanent ground displacement such that mitigation as defined in Public Resources Code Section 2693(c) would be required. Due to the depth of groundwater greater than 50-feet, the potential for liquefaction and liquefaction-induced settlement is considered very low. Additionally, the proposed development would primarily consist of compacted fill over dense alluvial deposits. These soils are not considered susceptible to liquefaction. Therefore, no impacts due to the Project Site from seismically induced liquefaction would occur. No mitigation is required.

NO IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Field observations did not indicate the presence of landslides on or in the immediate vicinity of the subject site. Review of the regional geologic map of the area does not indicate the presence of

known or suspected landslides in the vicinity of the site. No impacts to the Project Site from landslides would occur and no mitigation is required.

NO IMPACT

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

Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. The Project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion would be minimized through soil stabilization measures required by SCAQMD Rule 403 (Fugitive Dust), such as daily watering. Water erosion would be prevented through the City's standard erosion control practices required pursuant to the California Building Code and the NPDES, such as silt fencing, fiber rolls, or sandbags. Further, the Proposed Project consists only grading and restoration activities and would not build any structures. Impacts related to soil erosion would be less than significant with implementation of existing regulations. No mitigation is required.

LESS THAN SIGNIFICANT IMPACT

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?

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

Due to the very low potential for liquefaction, the potential for lateral spreading is also considered very low. Further, the Proposed Project consists only grading and restoration activities and would not build any structures. Therefore, the Proposed Project impacts arising from unstable soils would be less than significant. No mitigation is required.

LESS THAN SIGNIFICANT IMPACT

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?

The Proposed Project t does not include the addition of new structures. Furthermore, subsurface exploration indicates that the Project Site primarily consists of undocumented fill overlying Qof deposits. Because the Proposed Project consists only grading and restoration activities and would not build any structures, the Proposed Project would result in no impact with respect to expansive soils and associated risks to life and property.

NO IMPACT

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?

The Proposed Project is a restoration of a mining pit. The Proposed Project would not utilize a septic system. Therefore, the Proposed Project would not have an impact on soils incapable of adequately supporting the use of septic tanks. No impact would occur, and no mitigation is required.

NO IMPACT

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

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the history of the earth and its past ecological settings. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area. According to the Paleontological Resource Impact Mitigation Program (PRIMP) report prepared by Rincon in January 2019 for the Project Site, the Project Site is considered to have a high potential for paleontological sensitivity (Clifford & DeBusk). The high potential of impacts to the paleontological sensitivity of the geologic deposits in the Project Site require compliance with the City's standard conditions of approval which reduce the impacts to less than significant. In accordance with the standard conditions of approval, construction monitoring will be conducted by one of Rincon's qualified paleontological monitors. A qualified paleontological monitor is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010).

Prior to the start of construction, the Qualified Paleontologist shall conduct training for construction personnel regarding the appearance of fossils, the types of fossils that may be encountered on site, and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The training will also include a discussion of applicable laws, mitigation measures, and penalties for removal or disturbance of fossil materials found on site. The WEAP shall be fulfilled at the time of a preconstruction meeting before the start of project ground disturbance.

Ground disturbing construction activities (including grading, trenching, drilling at a diameter greater than 3-feet, and other excavation) in previously undisturbed Quaternary older alluvial fan deposits shall be monitored by a qualified paleontological monitor on a full-time basis when ground disturbance exceeds 4 feet bags. Full-time is defined as during 100% of earth-moving activities. Ground disturbing activities in previously disturbed sediments or fill, or ground disturbance that does not exceed 4 feet in depth will not require paleontological monitoring.

Upon completion of ground disturbing activity associated with the Project (and curation of fossils if necessary/if discovered) the Qualified Paleontologist will prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report will be commensurate with the scope of work and results of the monitoring. At minimum, it will include discussion of the location, duration and methods of the monitoring, any recovered fossils and associated stratigraphic data, a discussion of the scientific significance of any recovered fossils and identify the curation facility. The report will be submitted to the City within 30 days following completion of monitoring and laboratory work. If the monitoring efforts produced fossils, then a copy of the report will also be submitted to the Western Science Center. The cost of reporting is the responsibility of North Pacific Developments, Inc.

With implementation of the standard conditions of approval, as described above, potential impacts from Project implementation would not directly or indirectly destroy a unique paleontological resource, site, or feature. Thus, impacts to paleontological resources would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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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?	☐	☐	■	☐
a. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

The analysis below is based on the Greenhouse Gas Emissions Analysis/CalEEMod (CalEEMod Model Output) prepared by Rincon Consultants (refer to Appendix B). Below is a summary of the GHG CalEEMod model output in order to support the recommended significance conclusion.

Regulatory Setting

The following regulations and case law address both climate change and GHG emissions.

State Regulations

CARB is responsible for the coordination and oversight of state and local air pollution control programs in California. There are numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below. For more information on the Senate and Assembly Bills, executive orders, building codes, and reports discussed below, and to view reports and research referenced below, please refer to the following websites:

https://www.energy.ca.gov/data-reports/reports/californias-fourth-climate-change-assessment, www.arb.ca.gov/cc/cc.htm, and https://www.dgs.ca.gov/BSC/Codes.

CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006 (ASSEMBLY BILL 32 AND SENATE BILL 32)

The "California Global Warming Solutions Act of 2006," (AB 32), outlines California's major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 target of 431 MMT of CO_2e, which was achieved in 2016. CARB approved the Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others (CARB 2008). Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since the Scoping Plan's approval.

The CARB approved the 2013 Scoping Plan update in May 2014. The update defined CARB's climate change priorities for the next five years, set the groundwork to reach post-2020 statewide goals, and highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the state's longer term GHG reduction strategies with other state policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation, such as SB 1383 and SB 100 (discussed later). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six MT of CO_2e by 2030 and two MT of CO_2e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017).

SENATE BILL 1383

Adopted in September 2016, SB 1383 (Lara, Chapter 395, Statues of 2016) requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. SB 1383 requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

As a result, CARB adopted the Short-Lived Climate Pollutant Reduction Strategy in 2017 and has initiated implementation. SB 1383 also requires the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills. CalRecycle has initiated the rulemaking process for these regulations with the proposed regulation text submitted to the Office of Administrative Law in October 2020.

EXECUTIVE ORDER B-55-18

On September 10, 2018, the former Governor Brown issued Executive Order (EO) B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

CALIFORNIA INTEGRATED WASTE MANAGEMENT ACT (ASSEMBLY BILL 341)

The California Integrated Waste Management Act of 1989, as modified by AB 341 in 2011, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities and (2) diversion of 50 percent of all solid waste on and after January 1, 2000.

Regional Regulations

SB 375 requires MPOs to prepare an RTP/SCS that will achieve regional emission reductions through sustainable transportation and growth strategies. On September 23, 2010, CARB adopted final regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. SCAG was assigned targets of an 8 percent reduction in GHGs from transportation sources by 2020 and a 13 percent reduction in GHGs from transportation sources by 2035. Most recently, SCAG adopted the 2020-2045 RTP/SCS. It includes a number of strategies and objectives to encourage transit-oriented and infill development and use of alternative transportation to minimize vehicle use.

Local Regulations

The Western Riverside Council of Governments (WRCOG) developed a subregional Climate Action Plan (CAP) for its member jurisdictions, which includes Menifee; however, according to the CAP, the City of Menifee has not elected to participate in the subregional CAP. The City of Menifee has also not adopted a qualified GHG reduction plan or other plans or regulations for the purpose of reducing GHG emissions. However, the Menifee General Plan includes the following goals and associated policies that relate to common sources of GHG emissions (City of Menifee 2013).

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

- **Policy OSC-4.1** Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
- **Policy OSC-4.2** Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.

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

- **Policy OSC-7.2** Encourage water conservation as a means of preserving water resources.
- **Policy OSC-7.3** Coordinate with the Eastern Municipal Water District to educate the public on the benefits of water conservation and promote strategies residents and businesses can employ to reduce their water usage.
- **Policy OSC-7.4** Encourage water conservation as a means of preserving water resources.

Goal OSC-10: An environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions.

- **Policy OSC-10.1** Align the city's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.

Policy OSC-10.2 Align the city's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.

Policy OSC-10.3 Participate in regional greenhouse gas emission reduction initiatives.

Policy OSC-10.4 Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction Emissions

Construction of the Project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. As mentioned in Section 3, *Air Quality* above, haul trips were included in the model to provide a conservative estimate of emissions, however, as mentioned above, the Project would not increase daily construction-related haul trips to the Project Site, however the total duration of construction is increased through the Proposed Project, therefore increasing total number of construction trips. No operational delivery would occur during the construction phase and worker trips relied on CalEEMod defaults. CalEEMod provides an estimate of emissions associated with the construction period, based on parameters such as the duration of construction activity, area of disturbance, and anticipated equipment to be utilized during construction. Complete results from CalEEMod and assumptions can be viewed in Appendix B.

Operational Emissions

The Project would include grading associated with the restoration of 7.6 acres of the Trumble Road Open Pit and would not result in a change of or increase in long-term operational emissions. The Project would not increase daily haul trips to the Project Site post-construction, as there is no proposed operation of the Project Site included in the Project proposal

Table 5 Estimated Construction GHG Emissions

Construction Year	Annual Emissions (MT CO_2e)
2022	255
2023	1,087
Total	**1,342**
Amortized over Two Years	671
SCAQMD Industrial Threshold	10,000
Exceeds SCAQMD Industrial Threshold?	No

See Appendix B for CalEEMod results.

Project Impacts

The construction emissions included provide a conservative estimate, because hauling trips are included in the analysis, although the Project would not result in an increase to daily hauling trips to the Project Site. As shown in Table above, construction activity for the Project would increase the total number of trips generated and the Project would generate an estimated 1,342 MT CO_2e or

amortized annual emissions of 671 MT CO_2e per year. These emissions do not exceed the SCAQMD Industrial GHG threshold of 10,000 MT CO_2e per year, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

As discussed above in *Regulatory Setting*, a number of plans and policies have been adopted to reduce GHG emissions in the Southern California region. General Plan goals and policies also address citywide levels of GHG emissions. The goals and policies included in the General Plan that relate to GHG emissions are generally applicable for government agencies, however, and are not explicitly applicable to business operators; therefore, they would not apply to the Proposed Project. Likewise, as mentioned under *Regulatory Setting*, SCAG's RTP/SCS includes a number of strategies and objectives to encourage transit-oriented and infill development and use of alternative transportation to minimize vehicle use. While the Proposed Project would result in continued soil import to the site until restoration is complete, it would not result in new operational vehicle trips as there will be no mining activities or import or export of soils occurring on the site post-construction. Furthermore, the Proposed Project would comply with applicable SCAQMD rules (e.g., Rule 403), and is consistent with regional and local strategies to reduce GHG emissions. The Proposed Project would consist of temporary construction, including grading and restoring 7.6 acres of the existing Trumble Road Open Pit, which would generate approximately 671 MT of CO_2e per year. However, this would not exceed the SCAQMD threshold. The Proposed Project would not substantially contribute to City, regional, or statewide GHG emissions or obstruct achievement of local targets and state mandates. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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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 0.25 mile of an existing or proposed school?	☐	☐	☐	■
d. Be located on a site that is included on a list of hazardous material 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 in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	■
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?	☐	☐	☐	■

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

The Proposed Project could result in a significant hazard to the public if the Proposed Project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials. The Proposed Project is located within a manufacturing zoned area that contains light industrial uses. The Proposed Project does not place housing near any hazardous materials facilities. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications.

During construction, there would be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. would be sufficient to reduce potential impacts to a less than significant level. Operation of the Proposed Project would not involve household cleaning products or waste, such as include cleaners, pesticides, and food waste. Impacts associated with the routine transport and use of hazardous materials or wastes would be less than significant. No mitigation is required.

LESS THAN SIGNIFICANT IMPACT

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?

There are no open leaking underground storage tank (LUST) cases on or near the Project Site (SWRCB 2022). Therefore, there would be no impact related to the release of hazardous materials into the environment as a result of the Proposed Project. A search of federal, state, and local agencies databases on reported USTs, hazardous waste generation, or hazardous material releases revealed no results of hazardous sites. Site reconnaissance did not reveal any pesticides, sumps, clarifiers, swales, or surface impoundments containing hazardous materials. No lead-based paint or asbestos containing materials were identified. Therefore, the Proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; no impacts would occur, and no mitigation is required.

NO IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

There are no existing or proposed schools within one-quarter mile of the Project Site. Therefore, no impact, relating to existing or proposed schools, regarding hazardous material transportation, storage, and use would occur. No mitigation is required.

NO IMPACT

d. Would the project be located on a site that is included on a list of hazardous material 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?

The Proposed Project is not located on a site listed on the state Cortese List, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses (CalEPA 2022) Therefore, no impact would occur, and no mitigation is required.

NO IMPACT

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

There are no public airports or private airstrips within two miles of the Project Site (the Perris Valley Airport is located just over two miles to the northwest of the Project Site). The entire Project Site is located in a compatibility zone (Zone D) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUC). Within Compatibility Zone D, general plan amendments (as well as other discretionary actions, such as rezoning, subdivision approvals, use permits, and etc.) that would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts. Other considerations in Zone D include the height of proposed buildings, antennas, or other structures.

The Proposed Project is a restoration project, importing soil over a period of time to fill the mining pit and does not include the construction of new structures or the conversion to or creation of residential uses. Therefore, no impact would occur, and no mitigation is required.

NO IMPACT

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

The Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed along Trumble Road or Watson Road. Construction work would occur within the Project Site and would not result in traffic diversion. Proposed Project impacts would be less than significant, and no mitigation is required.

NO IMPACT

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

According to the Menifee General Plan, the Project Site and surrounding properties are not located within a fire hazard zone. The Proposed Project does not include the construction of new structures. Because no structures would be built with the Proposed Project, and the Project Site is not located within a fire hazard zone, the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Therefore, no impact related to fire hazards would occur, and no mitigation is required.

NO IMPACT

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10 Hydrology and Water Quality

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

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

A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for a receiving water body. For the purpose of this specific issue, a significant impact could occur if the Project would discharge water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the Project does not comply with all applicable regulations regarding surface water quality as governed by the SWRCB. These regulations include preparation of a WQMP to reduce potential post-construction water quality impacts.

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. The Proposed Project would disturb more than one acre of land and therefore subject to NPDES permit requirements during construction activities. Pursuant to the Menifee Municipal Code Section 15.01.015, new development or development projects shall control stormwater runoff to prevent any deterioration of water quality that will impair subsequent or competing uses of the water. The Department of Public Works and Engineering would review and approve best management practices (BMPs) contained in the Project applicant's submitted Stormwater Pollution Prevention Plan (SWPPP) to be implemented to reduce the discharge of pollutants during construction. The Project applicant's SWPPP shall identify erosion control BMPs to minimize pollutant discharges during construction activities.

The proposed development would not generate any wastewater and therefore would not require any special waste discharge permits. Regarding waste discharge, the Proposed Project would result in no impact and no mitigation is required.

Compliance with existing federal, state, and local regulations related to water quality, implementation of BMPs included in the Project construction SWPPP would result in impacts to water quality being less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

The Project Site is located in the Menifee Hydrologic Subarea (HSA) within the Perris South Hydrologic Area of the San Jacinto Valley Hydraulic Unit (Menifee 2013). According to the General Plan EIR, there are no percolation basins or other areas in the City used for intentional recharge of groundwater basins. Furthermore, due to the nature of the Proposed Project, no groundwater supplies would be utilized. Proposed Project construction activities would not interfere with intentional groundwater recharge. Therefore, impacts would be less than significant, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

c.(i) 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 which would result in substantial erosion or siltation on- or off-site?

c.(ii) 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 which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c.(iii) 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 create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

c.(iv) 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 which would impede or redirect flood flows?

Potentially significant impacts to the existing drainage pattern of the Project Site or area could occur if development of the Project results in substantial on- or off-site erosion or siltation. A site drainage plan is required by the City of Menifee and would be reviewed by the City Engineer. The final grading and drainage plan would be approved by the City Department of Public Works and Engineering during plan check review. Erosion and siltation reduction measure BMPs contained in the required SWPPP would be implemented during construction. At the completion of construction, the Project would restore pervious surfaces. The Proposed Project would not alter the course of the previous blue-line stream that is no longer present on the site; thus, the Project would not alter any stream course. Impacts would be less than significant, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

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

The Project Site is not subject to tsunami due to its elevation and distance (over 40 miles) from the ocean. There is low possibility of a seiche from these reservoirs affecting the Project Site given the Project's location to the nearest reservoir. As noted in Section 7, *Geology and Soils*, the Project Site has not been identified as being in an area susceptible to landslides. Thus, the potential for mudflow is relatively low due to the lack of natural rivers and streams in the Project vicinity. No impact would occur.

NO IMPACT

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

The Project Site is located in the West San Jacinto Groundwater Management Area, which is currently managed through a Groundwater Sustainability Plan which was implemented in 2022. The San Jacinto Groundwater Basin is deemed a high priority basin, but not critically over drafted. As previously stated, the Project would not interfere with intentional groundwater recharge or result in

substantially degrade water quality. Impacts would be less than significant, and no mitigation is required

LESS THAN SIGNIFICANT IMPACT

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?	☐	☐	☐	■
a. 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?	☐	☐	☐	■

a. Would the project physically divide an established community?

The Proposed Project is within an area of Menifee comprised largely of light industrial uses. Light industrial uses are located to the west, north, and east of the Project Site. Single-family residential units are located immediately south of the Project Site. Additional residential land uses exist east of the Project Site, and across Highway 74 to the north. The Proposed Project is consistent and compatible with the surrounding land uses and would not divide an established community. The Proposed Project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. Therefore, no impact would occur, and no mitigation is required.

NO IMPACT

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?

The Project Site is designated EDC in the City's General Plan and zoned Economic Development Corridor – Northern Gateway (EDC-NG). The Proposed Project does not include changes to either designation or is consistent with the City's General Plan. Therefore, no impact would occur, and mitigation is not required.

NO IMPACT

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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?	☐	☐	■	☐

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?

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 General Plan Draft EIR, no known significant mineral resources have been designated in the City of Menifee (Menifee 2013). Historically, operation of the Project Site has included mining activities and soil hauling for import and export purposes. The Project Site was historically used for sand and gravel mining for use in local construction projects. However, such historical mining was never permitted by either the City of Menifee, or by the County of Riverside. All such mining activities have ceased. Under the Proposed Project, no mining or soil import activities would occur. Soil import, grading, and restoration are proposed at the Project Site, up until the open pit is filled and restored. Since the historical mining at the Project Site was never permitted, and the site was never delineated on a local general plan, specific plan, or other local land use plan, the site is not considered to be a locally important mineral resource recovery site. Therefore, Proposed Project impacts relating to mineral resources would be less than significant, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

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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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

The analysis below is based on the Noise Impact Analysis/CalEEMod (Noise Report) prepared by Rincon Consultants (refer to Appendix C). Below is a summary of the Noise Report in order to support the recommended significance conclusion.

Overview of Sound Measurement

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while areas adjacent to arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (i.e., drop off) at a rate of 6 dBA per doubling of distance from point sources (e.g., industrial machinery). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA (Federal Transit Administration [FTA] 2018). The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (FTA 2018).

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest RMS (root mean squared) sound pressure level within the measuring period, and Lmin is the lowest RMS sound pressure level within the measuring period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level (DNL), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10:00 PM to 7:00 AM) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 PM to 10 PM and a 10 dBA penalty for noise occurring from 10:00 PM to 7:00 AM. Noise levels described by DNL and CNEL usually do not differ by more than 1 dBA. In practice, CNEL and DNL are used interchangeably.

Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is affected by vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may actually amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

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?

The City of Menifee Municipal Code Section 9.210.060 (Noise Control Regulations) establishes the permissible noise level that may intrude inter a neighbor's property. The Municipal Code establishes the exterior noise level criteria for residential properties affected by stationary noise sources. For residential properties, the exterior noise level shall not exceed 65 dBA Leq during daytime hours (7:00 AM to 10:00 PM) and shall not exceed 45 dBA Leq during the nighttime hours (10:00 PM to 7:00 AM). The City Municipal Code includes exemptions that may be requested to its noise standards for construction related activities, which allows for construction within one-quarter of a mile of inhabitants to take place Monday through Saturday, except nationally recognized holidays, 6:30 a.m. to 7:00 p.m.. If construction occurs off hours or exceeds noise thresholds, an application for a construction-related exception shall be made using the temporary use application.

Ambient Noise

The most common source of noise in the Project Site vicinity is traffic on Trumble Road and CA-74. Secondary noise sources include traffic on I-215 and Sherman Road. Motor vehicle noise, primarily from cars and trucks, is of concern because it is characterized by a high number of individual events, which often create sustained noise levels. Ambient noise levels are generally highest during the daytime and rush hour unless congestion substantially slows speeds.

To determine ambient sound levels at and near the Project Site, two 15-minute sound level measurements were collected during the morning peak hour between 7:00 AM and 9:00 AM using an ANSI Type 2 integrating sound level meter. Two measurements were taken in the vicinity of the Project Site to capture existing ambient sound levels at the Project Site and at the nearest sensitive receivers (refer to Appendix C for sound level measurement data). These measurements are still applicable to describe the existing ambient noise levels as current development in the immediate area is similar to when the measurements occurred. **Error! Reference source not found.**, below, lists the ambient sound levels measured at both locations and Figure 3 shows the sound level measurement locations.

Figure 3 Noise Measurement Locations

Imagery provided by Esri and its licensors © 2018.

Fig 4 Noise Measurement Locations

Table 6 Project Vicinity Sound Level Monitoring Results

Measurement Number	Measurement Location	Sample Times	dBA Leq [15][1]	dBA Lmin	dBA Lmax	Primary Noise Source	Distance to Centerline of the Noise Source (feet)
1	Southwest of Project Site on Trumble Road near Illinois Avenue intersection	8:43 AM- 8:58 AM	61.0	48.0	81.3	Trumble Road	25
2	Northeast of Project Site on Sherman Road near CA-74 intersection	7:58 AM-8:13 AM	65.8	51.7	87.3	CA-74	165

See Appendix C for noise monitoring data.

[1] Leq was measured over a 15-minute period (Leq [15]).

Source: Rincon Consultants, field visit on December 28, 2017 using ANSI Type 2 Integrating sound level meter

The sound level recorded at Measurement Number 1 was 61 dBA L_{eq} and reflects existing ambient sound at the Project Site and the nearest sensitive receptor, residences south of the Project Site on Illinois Avenue. The sound level recorded at Measurement Number 2 was 65.8 dBA L_{eq} and reflects existing ambient sound at the next nearest sensitive receptor, residences to the northeast of the Project Site along Jackson Avenue. The primary source of noise during both measurements was traffic on Trumble Road and CA-74, respectively.

Temporary Construction Noise

Construction activity would result in temporary noise in the Project Site vicinity, exposing surrounding nearby receivers to increased noise levels. Construction equipment would include a Caterpillar D11T Crawler Dozer; Caterpillar 631WW Water Truck; and a Caterpillar 836 Landfill Compactor. Construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the 8-hour operating day.

Project construction would occur nearest to the single-family residences to the west and south that are located adjacent to the Project Site. Single family residential uses and the Church of Jesus Christ of Latter-Day Saints are located across Mojave Avenue to the north and northwest, respectively, of the Project Site. Over the course of a typical construction day, construction equipment would be located as close as 25 feet to the adjacent properties to the west and south and as close as 95 feet to the single-family residential uses to the north and 170 feet to the Church of Jesus Christ of Latter-Day Saints to the northwest but would typically be located at an average distance farther away due to the nature of construction and the lot size of the Project. For example, during a typical construction day, the equipment may operate across the horizontal distance of the site (1,000 feet) or vertical distance (245 feet) from a nearby noise receiver. Therefore, it is assumed that over the course of a typical construction day the construction equipment would operate at an average distance of 100 feet from adjacent single-family residences to the west and south and 150 feet from single family residences to the north and 200 feet from the church to the northwest of the Project Site across Mojave Drive.

Table 7 Construction Noise Levels

Construction Phase	Equipment	Sensitive Receiver	Distance to Sensitive Receivers (feet)	Noise Level (dBA L_{eq})
Grading	Dozer, Compactor, Water Truck	Single-family residences to the west and south	100	75
		Single-family residences to the north	150	71
		Church to the northwest	200	69

All numbers rounded to the nearest whole number. See Appendix C for RCNM data sheets.

Construction activity is expected to occur over a period of approximately seven months. Table lists the noise levels from the type of equipment planned for use during these activities at the closest sensitive receivers. As shown in Table , construction noise could be as high as 75 dBA Leq at the nearest adjacent residential property. As shown in Table , construction noise levels would reach as high as 75 dBA Leq during a typical construction day. As discussed above, the City of Menifee Municipal Code Section 9.210.060 (Noise Control Regulations) establishes the exterior noise level criteria for residential properties affected by stationary noise sources. For residential properties, the exterior noise level for continuous ongoing projects shall not exceed 65 dBA Leq during daytime hours (7:00 AM to 10:00 PM) and shall not exceed 45 dBA Leq during the nighttime hours (10:00 PM to 7:00 AM). Construction noise levels could be as high as 75 bBA Leq at nearby residential properties. However, the City does not have quantitative thresholds for construction noise. The project would be exempt from City noise standards, if it complies with the construction hour restrictions of Section 9.210.060 which specifies that construction project located within one-quarter mile from an inhabited dwelling may be exempt from noise standards provided that construction occurs with the hours of 6:30 a.m. and 7:00 p.m. Monday through Saturday, excluding Sunday and nationally recognized holidays.

Therefore, with approval of the application for a construction related exemption, impacts from construction noise would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted by the Project. The greatest anticipated source of vibration during general Project construction activities would be from a dozer, which may be used within 25 feet of the nearest off-site residential structures to the south and west when accounting for setbacks. A dozer would create approximately 0.089 in/sec PPV at a distance of 25 feet (Caltrans 2020). This would be lower than what is considered a distinctly perceptible impact for humans of 0.24 in/sec PPV and the structural damage impact to residential structures of 0.2 in/sec PPV. Therefore, although a dozer may be perceptible to nearby human receivers, temporary impacts associated with the dozer (and other potential equipment) would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use

airport, would the project expose people residing or working in the project area to excessive noise levels?

The Project Site is not located within two miles of an airport. No impacts related to airports would occur. There are also no private airstrips in the Project vicinity; there would be no impacts related to excessive noise near a private airstrip.

NO IMPACT

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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 (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	■
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

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)?

The Proposed Project does not propose any housing or land uses that would result in direct increases to population growth. The Proposed Project is the restoration of a mining pit. The Proposed Project would be consistent with the growth assumptions estimated by SCAG for the City of Menifee. The Proposed Project would not induce population growth neither directly nor indirectly. Therefore, no impacts would occur.

NO IMPACT

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

The Project Site is located on a developed site within an area comprised of light industrial businesses, vacant land, and surface street features. The Proposed Project would not displace existing housing or any people necessitating the construction of replacement housing elsewhere. Thus, no impacts would occur.

NO IMPACT

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15 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:				
	1 Fire protection?	☐	☐	■	☐
	2 Police protection?	☐	☐	■	☐
	3 Schools?	☐	☐	☐	■
	4 Parks?	☐	☐	☐	■
	5 Other public facilities?	☐	☐	☐	■

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Riverside County Fire Department provides fire protection and emergency medical response services in the City of Menifee. Station No. 7 is located approximately 2.72 miles south of the proposed Project Site at 28349 Bradley Road. The Riverside County Fire Department in cooperation with the California Department of Forestry and Fire Protection serves approximately 1.9 million residents over 7,200 square miles (Riverside County 2020). According to the Riverside County Fire Department Annual Report 2020, Station No. 7 responded to 6,585 service calls (Riverside County 2020). The Project would not have a significant impact on fire response times, because the Project is located within the existing service area of the Riverside County Fire Department. No new or expanded fire protection facilities would be required as a result of this Project. Impacts related to expansion of fire protection services would be less than significant, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The City of Menifee Police Department has 46 sworn in officers and 15 professional staff (Menifee 2020). The Menifee Police Department is located at 29714 Haun Road in Menifee, approximately 6.5 miles south of the proposed Project Site. No new or expanded police facilities would need to be constructed as a result of this Project. The nature of the Proposed Project would not result in increased demand for police services. No new or expanded police facilities would need to be constructed as a result of this Project. Impacts related to police protection services would be less than significant, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The Proposed Project is located within the Romoland School District and Perris Union High School District. The nature of the Proposed Project would not generate additional demand on school facilities. Therefore, no impact would occur.

NO IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Demand for park and recreational facilities typically result from residential development. The Proposed Project is a restoration of a mining pit. The nature of the Proposed Project would not generate additional need for recreational facilities. Therefore, no impact would occur.

NO IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Demand for public services such as libraries or hospitals typically result from residential development. The Proposed Project is a restoration of a mining pit. The nature of the Proposed Project would not generate additional need for public service facilities. Therefore, no impact would occur.

NO IMPACT

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?	☐	☐	☐	■
a. 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?	☐	☐	☐	■

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?

The Proposed Project does not include residential development that would create demand for park and recreational facilities. The Proposed Project is a restoration of a mining pit. Therefore, no impacts would occur.

NO IMPACT

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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 Section 15064.3, subdivision (b)?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	☐	■

A Trip Generation Memorandum (Appendix D) was prepared on January 31, 2018, by Rincon Consultants, this analysis is partially based on that Memorandum.

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

Based on the 2018 MND for the previous Trumble Road Open Pit Project, all significant thresholds for transportation and traffic were identified as having less than significant impacts. The Proposed Project does not anticipate additional impacts beyond what is scoped in the 2018 MND.

Construction of the Proposed Project would result in a temporary increase in traffic through import of soil for fill; however, during operational activities, it is expected that no additional trips would occur. Therefore, implementation of the Proposed Project would not conflict with current transit policies and programs and the impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

CEQA Guidelines Section 15064.3(b) identifies appropriate criteria for evaluating transportation impacts. It states that land use projects with vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact, and that projects that decrease VMT compared to existing conditions should be presumed to have a less than significant transportation impact. The Proposed Project would create a net decrease in VMT, due to the cease of miles

traveled during operation. Therefore, long-term, the Project would decrease VMT compared to existing conditions and the impacts to CEQA Guidelines section 15064.3, subdivision (b) would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Final Project Site plans would be subject to City review and approval which would ensure that Project driveway intersections and internal circulation are safe, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the site. The final plans will also identify access routes to/from the Project Site and potential turning movement restrictions for City review and approval. This would prevent any potential Project impacts caused by a design feature. The Proposed Project is a restoration of a mining pit and would not create hazards due to incompatible uses and would be consistent with surrounding land uses. No new long-term (i.e., operational) driveways or roadway improvements are proposed under the Proposed Project. Impacts would be less than significant, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in inadequate emergency access?

The Proposed Project is required to comply with Fire Department requirements for adequate access. Project Site access and circulation would provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department's requirements. Emergency access to the Project Site would be maintained during construction. No impact would occur regarding emergency access and no mitigation is required.

NO IMPACT

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	■	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	■	☐	☐

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

AB 52 specifies that a project that may cause a substantial adverse change to defined Tribal Cultural Resources (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA

prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

There is a possibility of intact tribal cultural resources that exist at depth. Due to this uncertainty, Mitigation Measures CUL-1 through CUL-2 and the City's standard conditions of approval have been incorporated (see Section 5, *Cultural Resources*, above) to address any previously undiscovered archaeological resources relating to TCRs encountered during Project implementation. Incorporation of mitigation would ensure that potential impacts to buried TCRs are less than significant through requirements for evaluation, salvage, curation, and reporting.

Although there was no indication of known TCRs within the Project Site or within a one-half mile radius of the Project Site, AB 52 is clear in stating that it is the responsibility of the Public Agency (e.g., Lead Agency) to consult with Native American tribes early in the CEQA process to allow tribal governments, lead agencies, and Project proponents to discuss the appropriate level of environment review, identify and address potential adverse impacts to TCRs, and reduce the potential for delay and conflict in the environmental review process (see Public Resources Code Section 2108..3.2). Specifically, government-to-government consultation may provide "tribal knowledge" of the Study Area that can be used in identifying TCRs that cannot be obtained through other investigative means. As described in the Introduction of this document and Section 5, Cultural Resources, the City has consulted the Pechanga, Agua Caliente, Rincon Band of Luiseno Indians, and Soboba tribes, the consultation and requests of Soboba and Pechanga have been included in this MND. Proposed Project impacts to TCRs (pursuant to AB 52) would be less than significant with the standard conditions of approval described in the Cultural Resources section of this document and mitigation measures CUL-1 and CUL-2.

Mitigation Measures

Mitigation Measures CUL-1 and CUL-2 listed above in this MND are also applicable here.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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?	☐	☐	■	☐

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?

The Eastern Municipal Water District (EMWD) provides water service to the City of Menifee. EMWD has four sources of water supply: imported water from the Metropolitan Water District of Southern California (MWD), local groundwater, and recycled water (Menifee 2013). However, the Project is a restoration of a mining pit and does not include construction of residential or commercial buildings. The Proposed Project would use relatively minimal water on-site during construction to control fugitive dust and address air quality concerns. The Proposed Project is consistent with the General

Plan and impacts related to water supply are consistent with those contemplated and analyzed in the EIR. Due to the nature of the Project, no wastewater generation is expected from the restoration of the mining pit. No new structures or land uses which are associated with generating wastewater are proposed. No additional improvements would be needed to either sewer lines or treatment facilities to serve the Proposed Project. Therefore, the Project would result in less than significant impacts relating to the potential need for new or expanded water or wastewater treatment facilities. Thus, no mitigation is required.

Potentially significant impacts could occur as a result of this Project if storm water runoff was increased to a level that would require construction of new storm drainage facilities. As discussed in the Hydrology section, the Proposed Project would not generate any increased runoff from the site that would require construction of new storm drainage facilities. Proposed construction of the Project would not increase impervious areas. In fact, the number of pervious surfaces would increase compared to existing conditions. Impacts would be less than significant with implementation of existing regulations and BMPs, and no mitigation is required.

Electrical service to the Project Site is provided by Southern California Edison, which maintains substations and transmission lines throughout southern California, including the Valley Substation on Menifee Road approximately 2.4 miles southeast of the Project Site. Southern California Gas provides natural gas service to the Project Site. There nearest high-pressure distribution line is along Watson Road and Case Road directly west of the Project Site. Verizon provides telecommunication service to the Menifee area and would not be impacted by the Project. Impacts with respect to new or expanded electric power, natural gas, or telecommunications facilities would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

The Project could result in significant impacts if the Project required additional water supplies than are currently entitled. There are adequate forecast water supplies in the region for the Proposed Project, and due to the nature of the Project, no additional water entitlements are required. Therefore, a less than significant impacts would occur, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

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?

As detailed above, the Proposed Project would be adequately served by existing facilities. Therefore, less than significant impacts would occur, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

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?

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

Significant impacts could occur if the Project would exceed the existing permitted landfill capacity or violates federal, state, and local statutes and regulations. Solid waste from Menifee is collected by Waste Management, Inc. (WMI). However, due to the nature of the Project, no solid waste generation is expected from the restoration of the pit. The Project would involve 16,584 cy of cut and 306,448 cy of fill. No soil would be exported from the Project Site. Under the Proposed Project, existing soil import would continue until the restoration is complete. Therefore, it is not expected that the Proposed Project would impact the City's compliance with state-mandated (AB 939) waste diversion requirements. Impacts would be less than significant, and no mitigation is required.

The Proposed Project is required to comply with all applicable federal, state, County, and City statutes and regulations related to solid waste as a standard Project condition of approval. Therefore, impacts would be less than significant, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

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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 downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	■	☐

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

According to Exhibit S-6 of the Menifee General Plan, the Project Site is not in a fire hazard zone or near any fire hazard zones (Menifee 2013). Additionally, the Project Site is not located in a fire hazard severity zone prepared by Cal Fire (CAL FIRE 2007). Because the Project Site is not classified as a high fire hazard severity zone, there would be a less than significant impact to wildfire risk.

LESS THAN SIGNIFICANT IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. 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. 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. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

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?

The Project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 1, *Aesthetics*, and would not result in excessive light or glare. The Project Site is located within an area of Menifee which includes commercial, vacant land to the west, north, and east and residential to the south. Moreover, the portion of Riverside County containing the Project Site is located in an area known to provide burrowing owl habitat. Therefore, there is potential for burrowing owls to be present on the Project Site. Compliance with state and

local laws and standard conditions of approval would result in a less than significant impact to biological resources.

Adverse impacts to historic, paleontological resources or human remains would be less than significant with compliance with state and local laws, and implementation of mitigation measures. Construction-phase procedures would be implemented in the event any important archaeological or paleontological resources are discovered during grading, consistent with Mitigation Measures CUL-1 and CUL-2 and standard conditions of approval as described throughout this document. This Project Site is not known to have any association with an important example of California's history or prehistory. The environmental analysis provided in Section 3*, Air Quality*, concludes that impacts related to emissions of criteria pollutants and other air quality impacts would be less than significant. Section 7, *Geology and Soils*, and Section 9, *Hazards and Hazardous Materials*, conclude that impacts related to GHG emissions, hydrology, and water quality would be less than significant. Based on the preceding analysis of potential impacts in the responses to items 1 thru 20, no evidence is presented that the Proposed Project would degrade the quality of the environment. Impacts related to degradation of the environment and cultural resources would be less than significant with mitigation incorporation.

Mitigation Measures

Mitigation Measures CUL-1 and CUL-2 are applicable.

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)?

Cumulative impacts can result from the interactions of environmental changes resulting from one Proposed Project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes and operational characteristics involved with the Project.

Cumulatively, the Proposed Project would not result in any impacts that would substantially combine with impacts of other current or probable future impacts. Therefore, the Proposed Project, in conjunction with other future projects, would not result in any cumulatively considerable impacts.

LESS THAN SIGNIFICANT IMPACT

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

Based on the analysis of the Project's impacts in the responses to Sections 1 through 20, there is no indication that the Proposed Project would result in significant impacts on human beings. While there would be a possibility of temporary adverse effects during construction related to cultural resources, these impacts would be reduced to less than significant levels through mitigation. Short-term effects include increased vehicular traffic, and traffic related noise. No long-term impacts would exist due to the nature of the Project. The analysis herein concludes that direct and indirect

environmental effects would at worst require mitigation to reduce to less than significant levels. Generally, environmental effects would result in less than significant impacts. Based on the analysis in this Initial Study, direct and indirect impacts to human beings would be less than significant with mitigation incorporation.

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Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Menifee. Persons involved in data gathering analysis, project management, and quality control are listed below.

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Appendix A

2018 Cultural Resources Report

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Appendix B

CalEEMod Output Report

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Appendix C

Noise Report

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Appendix D

2018 Transportation Memo

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