TTM 38128 Project

DRAFT INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Prepared for:

City of Menifee

MENIFEE

Prepared by:

Michael Baker International, Inc.

Michael Baker INTERNATIONAL

April 2023

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DRAFT INITIAL STUDY /

MITIGATED NEGATIVE DECLARATION

TTM 38128 Project

Lead Agency:

CITY OF MENIFEE
COMMUNITY DEVELOPMENT DEPARTMENT
29844 Haun Road
Menifee, CA 92586
Contact: Brett Hamilton, AICP, Senior Planner
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April 2023

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1.0 Introduction

The TTM 38128 Project (herein referenced as the "project") proposes the construction of a 96-unit single-family residential development on an approximately 28.38-acre site located at the southwest corner of Byers Road and Troy Lane, approximately 360 feet northwest of the western terminus of Rouse Road (Assessor Parcel Numbers [APNs] 330-230-023 and 330-230-024). Refer to Section 2.0, *Project Description* for more detail.

Following a preliminary review of the proposed project, the City of Menifee (City) has determined that it is subject to the guidelines and statutes of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 Statutory Authority and Requirements

In accordance with CEQA (Public Resources Code Sections 21000-21189.70.10) and pursuant to CEQA Guidelines Section 15063, the City, acting in the capacity of lead agency under CEQA as defined in CEQA Guidelines Section 15367 (Lead Agency), is required by California Code of Regulations Section 15063 to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration or Mitigated Negative Declaration for that project. Such a determination can be made only if "[t]here is no substantial evidence, in light of the whole record before the [L]ead [A]gency" that such impacts may occur (Public Resources Code Section 21080(c)(1)).

The environmental documentation outlined above, which is ultimately determined by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and/or other discretionary approvals would be required.

The environmental documentation is subject to a public review period. During this review, comments on the document relative to environmental issues should be addressed to the City in writing. Following review of any written comments received, the City will consider these comments as a part of the project's environmental review and will include them with the Initial Study documentation for consideration by the City's decision-makers.

1.2 Purpose

CEQA Guidelines Section 15063 identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;

- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 Consultation

As soon as a Lead Agency (in this case, the City of Menifee) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with "Responsible Agencies" and "Trustee Agencies" as defined in CEQA Guidelines Sections 15381 and 15386 respectively, that are responsible for resources affected by the project, to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings.

1.4 Incorporation by Reference

The following documents were utilized during preparation of this Initial Study and are incorporated into this document by reference. The documents are available for review on the City of Menifee's website (https://www.cityofmenifee.us/98/Community-Development) and at the City's Community Development Department located at City Hall at 29844 Haun Road, Menifee, CA 92586.

- *City of Menifee General Plan* (adopted December 18, 2013). The *City of Menifee General Plan* (General Plan) includes forecasts of long-term conditions and outlines development goals and policies. It guides growth and development within the City by designating land uses in the proposed land use map and through implementation of the goals and policies of the General Plan. It also provides a long-term vision for the City, and through its implementation goals and policies, indicate how that vision may be achieved over time. The General Plan includes the following elements: Land Use; Housing; Circulation; Open Space and Recreation; Community Design; Economic Development; Safety; and Noise. The Housing Element was last updated and integrated into the General Plan on December 15, 2021. The Land Use Element and Safety Element were last updated an integrated into the General Plan in January 2022. All development projects, including subdivisions, public works, redevelopment projects, zoning decisions, and other various implementation tools must be consistent with the General Plan.

- *City of Menifee General Plan Environmental Impact Report* (adopted December 18, 2013). The *City of Menifee General Plan Environmental Impact Report* (General Plan EIR) is intended to provide decision-makers and the public with information concerning the environmental effects of implementation of the General Plan. The General Plan EIR includes background data, analyzes potential environmental impacts, identifies General Plan policies and implementation plans that serve as mitigation, and identifies additional mitigation measures to reduce potentially significant effects due to implementation of the General Plan. The General Plan EIR determined that General Plan implementation would result in significant unavoidable environmental impacts in the following topic areas: Agricultural Resources, Air Quality, Greenhouse Gas Emissions, Noise, Transportation and Traffic.

- *Menifee Municipal Code* (current through Ordinance 2022-356 passed October 5, 2022). The *Menifee Municipal Code* (Municipal Code) provides regulations for governmental operations, development, infrastructure, public health and safety, and business operations within the City. Municipal Code Title 9, *Planning and Zoning* (Zoning Ordinance), is established to promote the public health, safety, peace, comfort, convenience, prosperity, and welfare of the City and its inhabitants. The Zoning Ordinance regulates the use of buildings, structures, and land for residential, commercial, industrial and institutional purposes; regulates

location, height, bulk, and area covered by buildings and structures; and controls lot size, yards, intensity of land use, signs, and off-street parking.

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2.0 Project Description

2.1 Project Location

The City is located in the southwestern portion of the County of Riverside, within the Inland Empire region; refer to Exhibit 2-1, *Regional Vicinity*. Interstate 215 (I-215) bisects the City in a north-south orientation, and Newport Road traverses the City's central extent in an east-west orientation. The project site is approximately 28.38 acres and is located in the northern portion of the City at Assessor Parcel Numbers (APNs) 330-230-023 and 330-230-024); refer to Exhibit 2-2, *Site Vicinity*. Specifically, the project site is located at the southwest corner of Byers Road and Troy Lane, approximately 360 feet northwest of the western terminus of Rouse Road. Regional access to the project site is provided via I-215. Local access is provided via Byers Road.

2.2 Environmental Setting

The project site consists of a disturbed vacant lot composed of primarily non-native vegetation, scattered trash, and an illegal dump site along the western site boundary. The dominant vegetation community on-site is disturbed wild oat and annual brome grassland with occasional shrubs and no large trees. The site has evidence of mechanical disturbance with recently disced or graded areas around the perimeter. Off-highway vehicle tracks and a dirt road are also present on the site.

The project site has a gently sloping topography, with a fall of approximately 30 to 35 feet to the east-northeast. Surface drainage is to the east-northeast with some local variations. The elevation at the site is approximately 1,500 feet above mean sea level.

General Plan Land Use Designation and Zoning

The project site has a General Plan land use designation of 2.1-5 dwelling units per acre (du/ac) Residential (2.1-5 R) and a zoning designation of Low Density Residential-2 (LDR-2) (7,200 SF).

Surrounding Land Uses

Surrounding land uses include vacant land and existing and planned residential uses. Specifically, land uses surrounding the site include:

- *North*: Vacant land bounds the site to the north. This area is designated and zoned Cimarron Ridge Specific Plan (currently in final engineering). There is a concrete-lined ditch located along the northern project boundary.

- *East*: Byers Road (unpaved) bounds the site to the east with existing single-family residential development east of Byers Road. Areas to the east of the site are designated 2.1-5 R and 5.1-8 du/ac Residential (5.1-8 R) by the General Plan. This area is zoned as Low Density Residential-1 (LDR-1) [10,000 SF] and Low Medium Density Residential (LMDR).

- *South*: The site is bound by vacant land to the south. Areas to the south of the site are designated 2.1-5 R and zoned LDR-2 [7,200 SF].

- *West*: Vacant land and Valley Boulevard (unpaved) bound the project site to the east. This area is designated and zoned Cimarron Ridge Specific Plan (currently in final engineering). There are partially developed residential pads with evidence of vegetation regrowth to the west of the site.

2.3 Project Characteristics

Development Concept

The proposed project consists of the proposed subdivision for 96 single-family detached residential units on an approximately 28.38-acre site with a minimum lot size of 7,200 square feet. The density of the project would be approximately 3.38 du/ac, which is within the allowable density range of 2.1 to 5.0 du/ac for land with the Low Density Residential land use designation; refer to Exhibit 2-3, *Conceptual Site Plan*. Amenities within the development would include an approximately 1.25-acre park in the western portion of the site and approximately 0.53-acre of additional open space throughout the site. In addition, an approximately 0.81-acre water quality basin would be constructed in the northeastern portion of the project site.

The project would be constructed to conform with the City of Menifee Comprehensive Development Code (Municipal Code Title 9, *Planning and Zoning*, Article 4, *Site Development Regulations and Performance Standards*) and the City's adopted Design Guidelines (dated February 2020, adopted April 15, 2020, amended March 2, 2022), which includes design standards related to building size, height, setback, and materials, as well as landscaping, signage, and other considerations.

Site Access

Access to the site would be provided via two entry points from Byers Road, one emergency vehicle access easement off of Valley Boulevard, and one gated utility access easement to connect sewer, water and storm drain facilities within the Cimarron Ridge Specific Plan planning area immediately north of the project site (once developed). Access and circulation improvements would be designed and constructed consistent with City design and engineering standards; refer to Exhibit 2-3. A reciprocal access agreement with the developer of the Cimarron Ridge Specific Plan is currently in progress.

Landscaping

Ornamental water-efficient landscaping would be installed throughout the site. A conceptual landscape plan was developed for the project in accordance with the requirements of the Menifee Municipal Code Title 9, *Planning and Zoning,* Chapter 9.195.040, *Landscape Requirements.* Planting materials would include a mix of trees, shrubs, vines, groundcover, and turf. The total size of landscaped areas would be approximately 4.72 acres or approximately 16.6 percent of the site.

Utilities and Services

The following utilities and services would serve the site:

- *Water*. The proposed development would be served by Eastern Municipal Water District (EMWD) for domestic (drinking) water supply services.

- *Sewer*. EMWD provides wastewater/sanitary sewer service to the project area.

- *Stormwater Drainage*. Open drainage channels and underground storm drains larger than 36 inches diameter are operated and maintained by the Riverside County Flood Control and Water Conservation District

(RCFCWCD); smaller underground storm drains are operated and maintained by the City of Menifee Public Works Department.

- *Dry Utilities*. The site would be served by Southern California Edison for electricity services and the Southern California Gas Company for natural gas services.

2.4 Phasing/Construction

Project construction would occur as a single phase and is anticipated to occur for approximately 27 months from late 2023 through early 2026. The earthwork volumes are estimated at approximately 188,500 cubic yards of cut and 172,700 cubic yards of fill dirt, resulting in approximately 15,800 cubic yards of export soil.

2.5 Agreements, Permits, and Approvals

The City, as Lead Agency, has discretionary authority over the proposed project, which requires the following discretionary approvals:

- CEQA Clearance;
- Tentative Tract Map;
- Stormwater management and associated permitting consistent with the provisions of the Riverside County Flood Control and Water Conservation District (RCFCWCD); and
- National Pollutant Discharge Elimination System (NPDES) Permit under the Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB).

No other permits or approvals are required.

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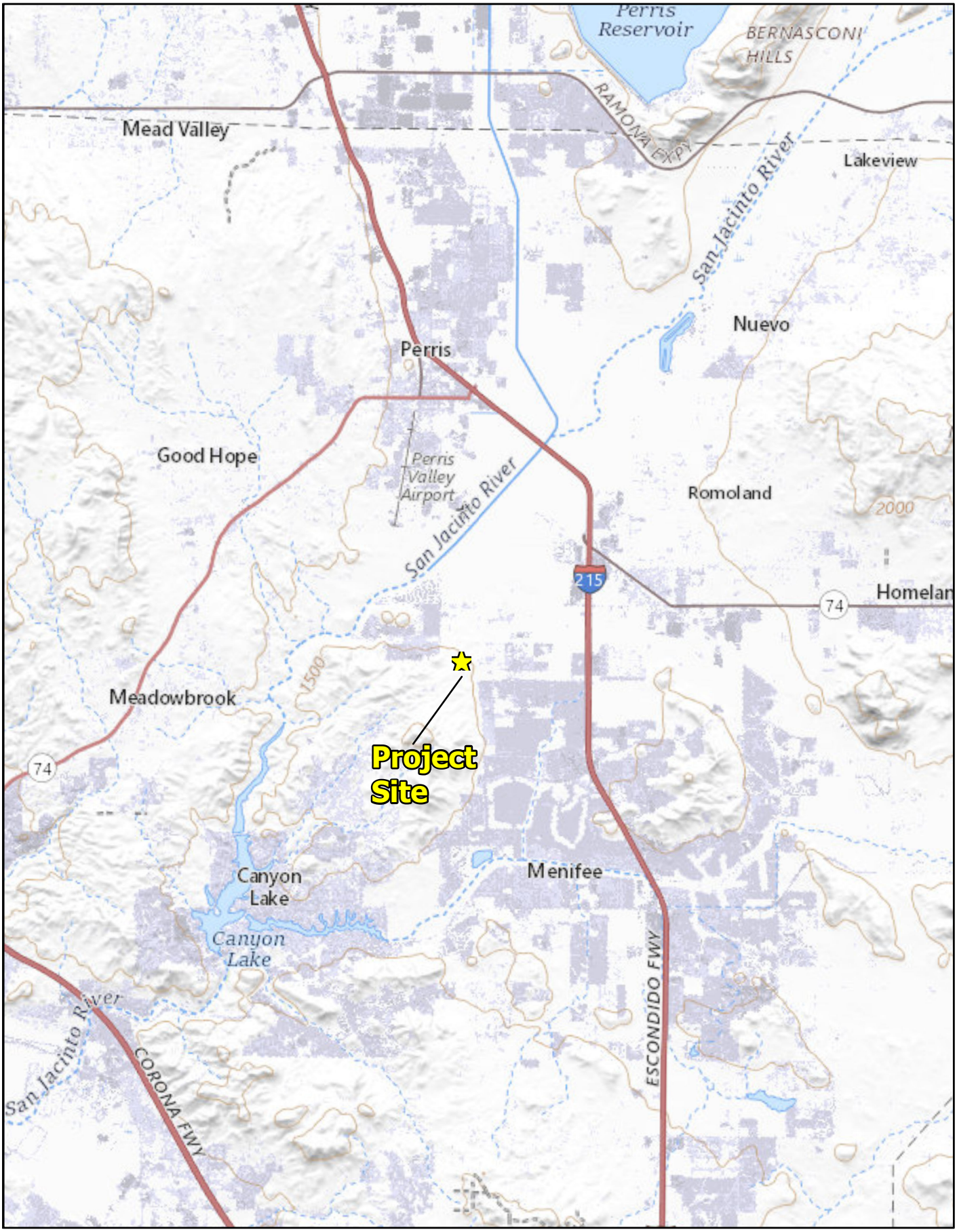

TTM 38128 PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Michael Baker INTERNATIONAL

0 1 2 Miles

Source: ESRI, Nearmap, Riverside County

Regional Vicinity

Exhibit 2-1

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TTM 38128 PROJECT
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Site Vicinity

Michael Baker INTERNATIONAL

0 250 500 Feet

Source: ESRI, Nearmap, Riverside County

Exhibit 2-2

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TTM 38128 PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

Conceptual Site Plan

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Stevenson, Porto & Pierce, Inc.

Exhibit 2-3

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3.0 Initial Study Checklist

3.1 Background

1. **Project Title:**
   TTM 38128 Project

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

3. **Contact Person and Phone Number:**
   Brett Hamilton, AICP
   Senior Planner
   (951) 723-3747

4. **Project Location:**
   The project site (APNs 330-230-023 and 330-230-024) is located at the southwest corner of Byers Road and Troy Lane, approximately 360 feet northwest of the western terminus of Rouse Road in the City of Menifee.

5. **Project Sponsor's Name and Address:**
   JPMB Investments, LLC
   556 S. Fair Oaks Ave. #337
   Pasadena, CA 91105
   Paul Onufer
   626.263.4205
   Ponufer@avpre.net

6. **General Plan Designation:**
   2.1-5 du/ac Residential (2.1-5 R)

7. **Zoning:**
   Low Density Residential-2 (LDR-2) (7,200 SF)

8. **Description of Project:**
   Refer to Section 2.3, *Project Characteristics*.

9. **Surrounding Land Uses and Setting:**
   Surrounding land uses include vacant land and existing and planned residential uses. Refer to Section 2.2, *Environmental Setting*.

10. **Other public agencies whose approval is required:**
    - Riverside County Flood Control and Water Conservation District
    - Santa Ana Regional Water Quality Control Board

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation**

that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In compliance with Assembly Bill (AB) 52, the City distributed letters notifying each tribe that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the proposed project. The letters were distributed by certified mail on June 2, 2022. The tribes had 30 days to respond to the City's request for consultation. Refer to Section 4.18, *Tribal Cultural Resources*, for additional information.

3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant Impact with Mitigation Incorporated," as indicated by the checklist on the following pages.

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

3.3 Lead Agency Determination

On the basis of this initial evaluation:

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

Signature: Brett Hamilton

Title: Senior Planner

Printed Name: Brett Hamilton, AICP

Agency: City of Menifee

Date:

3.4 Evaluation of Environmental Impacts

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

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

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the CEQA Guidelines Appendix G and used by the City of Menifee in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to identify mitigation to avoid or minimize the impact.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- *No Impact*. The development will not have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- *Less Than Significant Impact With Mitigation Incorporated*. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- *Potentially Significant Impact*. The development will have impacts which are considered significant and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures are required so that impacts may be avoided or reduced to insignificant levels.

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4.0 Environmental Analysis

4.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓	

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed.[1] Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated Federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape of nearby features.

The City's scenic resources are categorized within the General Plan Community Design Element as Scenic Corridors and Enhanced Landscape Corridors. The nearest Scenic Corridor to the project area is I-215, approximately 1.5 miles east of the project site. The City's Scenic Corridors are the same as roadways designated Eligible County Scenic Highways in the General Plan Circulation Element. The nearest Enhanced Landscape Corridor to the project area is Ethanac Road, approximately 0.75-mile to the north of the project site. Therefore, due to the distance of these scenic corridors from the project site, impacts to scenic vistas would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. According to the California Department of Transportation, there are no officially designated State scenic highways within the project vicinity.[2] The nearest eligible highway is State Route 74 (SR-74), approximately 2.2 miles northeast of the project site. Views of the project site are not afforded from SR-74 due to intervening topography,

[1] A viewshed is the geographical area which is visible from a particular location.
[2] California Department of Transportation, *List of Eligible and Officially Designated State Scenic Highways*, https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983, accessed June 14, 2022.

structures, and vegetation. Thus, the project would not substantially damage scenic resources within a State scenic highway. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project site consists of a disturbed vacant lot composed of primarily non-native vegetation, scattered trash, and an illegal dump site, and is surrounded by vacant land and existing and planned residential uses. As such, the project site does not presently contain any significant scenic resources. In addition, the project site is located in an urbanizing area of the City that supports residential development. Specifically, the site is bordered on the north, south, and west by the Cimmaron Ridge Specific Plan, which proposes the development of 756 medium-density residential units on approximately 240 acres and is currently in final engineering.

The project involves the grading and construction of a 96-unit single-family residential development. The project would include installation of right-of-way improvements, including sidewalk, street lighting, and landscaping. The architectural design of the project would adhere to the requirements of General Plan Policy CD-3.14, which requires that new project designs provide variation in color and materials to present aesthetically pleasing buildings and project features. The project design would also adhere to General Plan Policy CD-3.19 and CD-3.20, which guides the design of proposed walls and fences within the development to avoid the blocking of public views. While project implementation would change the visual quality of the project site and its surroundings, the proposed project would not degrade the visual quality of the project area because the project is consistent with the surrounding uses and its current zoning.

Further, the project's design, including its architectural features, building materials, and landscaping would be reviewed and approved by the City during the development review process. The City would also have the ability to add conditions related to project aesthetics during the developmental review process if needed, all prior to approval of the project.

This process would verify that the project's design is compatible with development in the surrounding vicinity and that it is consistent with applicable zoning regulations. As a result, implementation of the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprising highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point source lighting that contrasts with existing low ambient light conditions.

Project construction could involve temporary glare impacts as a result of construction equipment and materials. Although there may be construction equipment and materials that produce glare, such as side mirrors or unpainted metal surfaces, the potential for glare would be short-term (hours) in duration because of the movement of either the

equipment or angle of the sun. Therefore, no adverse light or glare impacts to adjacent properties are anticipated to result from construction activities.

The project would comply with Municipal Code Section 9.210.050 and .060, *Glare* and *Noise,* respectively, and for allowable construction hours, which are limited to between 6:30 a.m. to 7:00 p.m. on Mondays through Saturday, except on holidays. Therefore, short-term construction-related impacts pertaining to nighttime lighting are not anticipated.

Project operations would increase lighting at the project site compared to existing conditions. However, proposed lighting would be similar to the existing surrounding community. Further, the project would be required to comply with the exterior lighting requirements included in Municipal Code Section 9.205, *Lighting Standards*. Lighting would be installed throughout the project site including pole-mounted pedestrian lighting and LED wall sconces. All lighting as a standard condition (see below) would be shielded to prevent off-site illumination in accordance with the provisions of Section 6.01.040, *Requirement for Lamp Source and Shielding,* of Municipal Code Chapter 6.01, *Dark Sky; Light Pollution.*

The project would be required to be consistent with City's design guidelines, and it is the City's regulatory procedure to review the project's building materials to ensure neighboring uses are not exposed to substantial daytime glare and to ensure the project is consistent with the surrounding development. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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4.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			✓	
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) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Less Than Significant Impact. According to the California Department of Conservation Important Farmland Finder, the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[3] However, the project site is designated as Farmland of Local Importance. According to the General Plan EIR, "Farmlands of Local Importance" are defined as land that is either currently producing crops, has the capability of production, or is used for the production of confined livestock. These lands may be important to the local economy due to its productivity or value. However, the project site is not currently used for agricultural purposes and there is no evidence of past historical agricultural activities.

[3] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed June 14, 2022.

Further, the project site's designated land use is 2.1-5 du/ac Residential (2.1-5 R). Since the project site is designated for residential uses as envisioned by the General Plan, impacts regarding conversion of farmlands to non-agricultural uses would be considered less than significant.

Mitigation Measures: No mitigation measures are required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is zoned Low Density Residential and no portion of the project site is enrolled in a Williamson Act contract.[4] Thus, project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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))?

No Impact. The project site is zoned Low Density Residential. The project site is not occupied or used for forest land or timberland. Further, project implementation would not result in the rezoning of forest land, timberland, or timberland zoned timberland production. No impact would occur.

Mitigation Measures: No mitigation measures are required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Refer to Response 4.2(c). No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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?

No Impact. Refer to Responses 4.2(a) through 4.2(d). No impacts in this regard would occur.

Mitigation Measures: No mitigation measures are required.

[4] California Department of Conservation, Division of Land Resources Protection, *State of California Williamson Act Contract Land*, 2017.

4.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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?			✓	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the SCAQMD *2022 Air Quality Management Plan for the South Coast Air Basin* (2022 AQMP) means that a project is consistent with the goals, objectives, and assumptions set forth in the 2022 AQMP that are designed to achieve Federal and State air quality standards. Additionally, the 2022 AQMP utilized information and data from the Southern California Association of Governments (SCAG) and its *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). According to the SCAQMD *CEQA Air Quality Handbook*, in order to determine consistency with the 2022 AQMP, two main criteria must be addressed:

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(c), localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_X), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) would be less than significant during project construction and operations. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations.[5]

[5] Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

b) *Would the project cause or contribute to new air quality violations?*

As discussed in Response 4.3(b), the proposed project would result in emissions that are below the SCAQMD thresholds. Therefore, the project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

The proposed project would result in less than significant impacts with regard to regional and localized concentrations during project construction and operations; refer to Responses 4.3(b) and 4.3(c). As such, the project would not delay the timely attainment of air quality standards or 2022 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

Growth projections included in the 2022 AQMP form the basis for the projections of air pollutant emissions and are based on general plan land use designations and SCAG's 2020-2045 RTP/SCS demographics forecasts. The population, housing, and employment forecasts within the 2020-2045 RTP/SCS are based on local general plans as well as input from local governments, such as the City. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2022 AQMP.

The project site has a General Plan land use designation of 2.1-5 dwelling units per acre (du/ac) Residential (2.1-5 R) and a zoning designation of Low Density Residential-2 (LDR-2) (7,200 SF). The proposed project consists of the development of 96 single-family detached residential units on an approximately 28.38-acre site with a minimum lot size of 7,200 square feet. The density of the project would be 3.38 du/ac, which is within the allowable density range of 2.1 to 5.0 du/ac for land with the Low Density Residential land use designation. The project is consistent with the site's General Plan land use designation and zoning

As discussed in Section 4.14, *Population and Housing*, the project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The project would construct 96 single-family residences. According to the California Department of Finance[6], the population of the City was estimated to be 106,627 as of January 1, 2022, with 106,422 persons living within a household. There were approximately 2.93 persons per household. This would equate to approximately 282 new persons living within the City.

[6] California Department of Finance Demographic Research Unit, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2022, Sacramento, California*, May 2022.

According to the SCAG 2020-2045 RTP/SCS Demographics & Growth Forecast[7], the number of people living within the City is anticipated to grow from 89,600 in 2016 to 129,800 in 2045. The project-related increase of 282 residents would contribute 0.7 percent of the City's planned growth through 2045 according to the SCAG Growth Forecast. As such, the proposed project is an allowed use under the site's existing land use and zoning designations.

Additionally, as the SCAQMD has incorporated these same projections into the 2022 AQMP, it can be concluded that the proposed project would be consistent with the projections included in the 2022 AQMP. A less than significant impact would occur in this regard.

b) *Would the project implement all feasible air quality mitigation measures?*

The proposed project would result in less than significant air quality impacts. Compliance with all feasible emission reduction rules and measures identified by the SCAQMD would be required as identified in Responses 4.3(b) and 4.3(c). As such, the proposed project meets this 2022 AQMP consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

Land use planning strategies set forth in the 2022 AQMP are primarily based on the 2020-2045 RTP/SCS. The project is an infill development and existing Riverside Transit Agency (RTA) bus stops located less than one mile to the southeast of the project site. Further, in compliance with CALGreen Code, all single-family residential units of the project would be electric vehicle (EV) capable by including a listed raceway within each dwelling unit to accommodate EV charging stations. This project design feature would encourage and support the use of EVs within the proposed residential development. Therefore, the project would be consistent with the actions and strategies of the 2020-2045 RTP/SCS. In addition, as discussed above, the project would be consistent with the General Plan land use designation. Furthermore, project consistency with the SCAG RTP/SCS and the 2022 AQMP would promote the City's goal to protect air quality by incorporating goals and policies from the Resource Conservation Element of the General Plan. As such, the proposed project meets this AQMP consistency criterion.

In conclusion, the determination of 2022 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Further, the proposed project's long-term influence on air quality in the Basin would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2022 AQMP.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact.

Criteria Pollutants

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a

[7] Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020.

deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_X, and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to $PM_{2.5}$, both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal $PM_{2.5}$ standards. On June 20, 2002, the California Air Resources Board (CARB) adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised and established due to increasing concerns by CARB that previous standards were

inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). SO_2 is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with SO_X. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, CO_2, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG interchangeably (see below).

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant.

Construction

The project involves construction activities associated with grading, building construction, paving, and architectural coating applications. The project would be constructed over approximately 27 months from late 2023 through early 2026 and require approximately 15,800 cubic yards of soil export. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2020.4.0 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Modeling Results*, for the CalEEMod outputs and results. Table 4.3-1, *Project-Generated Construction Emissions*, presents the anticipated daily short-term construction emissions.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Table 4.3-1
Project-Generated Construction Emissions

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 1 Construction Emissions[2]	5.79	60.55	55.21	0.13	5.00	2.67
Year 2 Construction Emissions[2]	4.27	23.99	23.58	0.06	1.69	0.96
Year 3 Construction Emissions[2]	4.08	16.35	22.88	0.05	1.56	0.84
Year 4 Construction Emissions[2]	4.07	16.33	22.76	0.05	1.56	0.84
Maximum Daily Emissions	***5.79***	***60.55***	***55.21***	***0.13***	**5.00**	***2.67***
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2020.4.0. Winter emissions represent worst-case.
2. Modeling assumptions include compliance with SCAQMD Rule 403 which requires: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.

Source: Refer to Appendix A for assumptions used in this analysis.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and SO_X combining with ammonia. $PM_{2.5}$ components from material in the Earth's crust, such as dust, are also present, with the amount varying in different locations.

The project would adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track-out and street sweeping requirements in accordance with Rule 1186/1186.1, etc.), to reduce PM_{10} and $PM_{2.5}$ concentrations. As depicted in Table 4.3-1, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction. Thus, PM_{10} and $PM_{2.5}$ emissions impacts associated with project construction would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, employee commutes to the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 4.3-1, construction equipment and worker vehicle exhaust emissions (i.e., ROG, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$) would not exceed the established SCAQMD thresholds for all criteria pollutants. Therefore, impacts in this regard would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SCAQMD, ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113 – *Architectural Coating,* all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint.[8] ROG emissions associated with the proposed project would be less than significant; refer to Table 4.3-1.

Total Daily Construction Emissions

As indicated in Table 4.3-1, criteria pollutant emissions during construction of the proposed project would not exceed the SCAQMD significance thresholds. Thus, total construction related air emissions would be less than significant.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*[9], serpentinite and ultramafic rocks are not known to occur within the project area. Thus, no impacts would occur in this regard.

Operations

Long-term operational air quality impacts consist of mobile source emissions generated from project-related traffic and emissions from stationary area and energy sources. Emissions associated with each source are detailed in Table 4.3-2, *Project-Generated Operational Emissions*, and discussed below.

[8] South Coast Air Quality Management District, *Rule 1113 Architectural Coatings*, http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf, accessed August 28, 2022.

[9] Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000, https://ww3.arb.ca.gov/toxics/asbestos/ofr_2000-019.pdf, accessed August 28, 2022.

Table 4.3-2
Project-Generated Operational Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Summer Emissions						
Area	4.14	1.68	8.59	0.01	0.17	0.17
Energy	0.08	0.69	0.29	<0.01	0.06	0.06
Mobile	2.79	3.50	27.23	0.06	7.07	1.92
Total Summer Emissions[2]	***7.01***	***5.87***	***36.11***	***0.08***	***7.29***	***2.15***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Project Winter Emissions						
Area	4.14	1.68	8.59	0.01	0.17	0.17
Energy	0.08	0.69	0.29	<0.01	0.06	0.06
Mobile	2.37	3.72	24.13	0.06	7.07	1.92
Total Winter Emissions[2]	***6.59***	***6.09***	***33.02***	***0.07***	***7.29***	***2.15***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2020.4.0.
2. The numbers may be slightly off due to rounding.

Source: Refer to Appendix A for assumptions used in this analysis.

Area Source Emissions

Area source emissions include those generated by architectural coatings, consumer products, and landscape maintenance equipment associated with the development of the proposed project. As shown in Table 4.3-2, area source emissions during both summer and winter would not exceed established SCAQMD thresholds. Impacts would be less than significant in this regard.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas usage associated with the proposed project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy source emissions would not exceed established SCAQMD thresholds; refer to Table 4.3-2. Impacts in this regard would be less than significant.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions were estimated using CalEEMod. According to the *Traffic Study Scoping Agreement* prepared by Michael Baker International (dated July 11, 2022), the proposed project would generate 972 average daily trips, including 72 trips during the a.m. peak hour and 96 trips during the p.m. peak hour. As shown in

Table 4.3-2, mobile source emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Total Operational Emissions

As shown in Table 4.3-2, the total operational emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, O_3 precursors, VOCs, and NO_X, affect air quality on a regional scale. Health effects related to O_3 are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD (April 6, 2015) for *Sierra Club vs. County of Fresno*, the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) (April 13, 2015) for the *Sierra Club vs. County of Fresno*, SJVAPCD acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from O_3, as an example, is correlated with the increases in ambient level of O_3 in the air (concentration) that an individual person breathes. The SCAQMD's Brief of Amicus Curiae for *Sierra Club vs. County of Fresno* states that it would take a large amount of additional emissions to cause a modeled increase in ambient O_3 levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012*AQMP, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O_3 levels at highest monitored sites by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O_3-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health impacts.

Mitigation Measures: No mitigation measures are required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The CARB has identified the following groups of individuals as those most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The closest sensitive receptors to the project site are single-family residences located 81 feet west of the project site, the SCAQMD recommends addressing localized significance thresholds for construction and operational impacts (stationary sources only).

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, and/or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project site is located within Source Receptor Area (SRA) 24, Perris Valley.

Construction LST

The SCAQMD's guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day. Based on default information provided by CalEEMod, the project is anticipated to disturb 193.5 acres during the grading phase, and since the grading phase would take 43 days, the project would disturb an average of 4.5 acre per day. Therefore conservatively, the LST thresholds for two acre was utilized for the construction LST analysis. The closest sensitive receptors to the project site are single-family residences located 80 feet (24.4 meters) west of the project site. These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. According to SCAQMD, LST Methodology, projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, the LST values for 25 meters were used.

Table 4.3-3, *Localized Emissions Significance*, shows the localized unmitigated and mitigated construction-related emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ compared to the LSTs for SRA 24. It is noted that the localized emissions presented in Table 4.3-3 are less than those in Table 4.3-1 because localized emissions include only on-site emissions (e.g., from construction equipment and fugitive dust) and do not include off-site emissions (e.g., from hauling activities). As shown in Table 4.3-3, the project's localized construction emissions would not exceed the LSTs for SRA 24. Therefore, localized significance impacts from project-related construction activities would be less than significant.

Table 4.3-3
Localized Emissions Significance

Source[3]	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Year 1[1]	58.29	52.88	4.24	2.45
Year 2[2]	23.93	21.69	0.95	0.87
Year 3[3]	14.39	18.92	0.57	0.53
Year 4[3]	14.39	18.92	0.57	0.53
Maximum Daily Emissions	**58.29**	**52.88**	**4.24**	**2.45**
Localized Significance Threshold[4]	170	883	7	4
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:
1. The grading phase emissions are presented as the worst-case scenario for NO_X, CO, PM_{10}, and $PM_{2.5}$ in Year 1.
2. The paving phase emissions are presented as the worst-case scenario for NO_X, CO, PM_{10}, and $PM_{2.5}$ in Year 2.
3. The building construction phase emissions are presented as the worst-case scenario for NO_X, CO, PM_{10}, and $PM_{2.5}$ in Year 3 and Year 4.
4. Modeling assumptions include compliance with SCAQMD Rule 403 which requires properly maintaining mobile and other construction equipment; replacing ground cover in disturbed areas quickly; watering exposed surfaces three times daily; covering stockpiles with tarps; watering all haul roads twice daily; and limiting speeds on unpaved roads to 15 miles per hour.
5. The LST was determined using Appendix C of the SCAQMD's *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The LST was based on the anticipated daily acreage disturbance for construction (approximately two-acre; therefore, the two-acre threshold was used) and distance to sensitive receptor (25 meters) for SRA 24, Perris Valley.

Source: Refer to Appendix A for assumptions used in this analysis.

Operational LST

According to SCAQMD LST methodology, LSTs would apply to operational activities if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (i.e., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of such emissions, no long-term LST analysis is needed. Operational LST impacts would be less than significant in this regard.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (e.g., adversely affecting residents, school children, hospital patients, and the elderly).

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area under State standards. There has been a decline in CO emissions even though vehicle miles traveled (VMT) on U.S. urban and rural roads have increased; estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[10] Three major control programs have contributed to the reduced per-vehicle CO emissions, including exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD *CEQA Air Quality Handbook*, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 parts per million (ppm), which is the 8-hour California ambient air

[10] U.S. Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed August 28, 2022.

quality standard. The closest monitoring station to the project site that monitors CO concentration is Lake Elsinore-W Flint Street station, which is located approximately 7.4 miles west of the project site. The maximum CO concentration at Lake Elsinore-W Flint Street station was measured at 0.934 ppm in 2021[11]. Given that the background CO concentration does not currently exceed 9.0 ppm, a CO hotspot would not occur at the project site. Therefore, CO hotspot impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimize the idling time of construction equipment either by requiring equipment to be shut off when not in use or limiting idling time to no more than five minutes. Compliance with these existing regulations would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the SCAQMD Regulation XI, *Rule 1113 – Architectural Coating*, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and negligible. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

[11] California Air Resources Board, *Air Quality and Meteorological Information*, https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt, accessed August 28, 2022.

4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game 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?		✓		

This section is primarily based upon the following technical reports:

- *Biological Technical Report and MSHCP Consistency Analysis*, prepared by ECORP Consulting, Inc., dated September 2022;
- *Results of Protocol-Level Focused Burrowing Owl Surveys at the Menifee 91 Residential Development Project*, prepared by ECORP Consulting, Inc., dated September 2022; and
- *Results of Focused Narrow Endemic Plant Species Survey for the Menifee 91 Residential Development Project*, prepared by ECORP Consulting, Inc., dated September 2022.

Refer to Appendix B1, *Biological Technical Report*, Appendix B2, *Burrowing Owl Report*, and Appendix B3, *Focused Plant Species Survey*.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact With Mitigation Incorporated. A general habitat assessment was conducted on June 11, 2021, to document existing biological conditions and determine the potential for special-status plant and wildlife species to occur within the project site; refer to Appendix B1. Prior to conducting the field survey, thorough literature reviews and records searches were conducted to determine which special-status biological resources have the potential to occur on or within the general vicinity of the project site. The project site is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP); as such, an MSHCP Consistency Analysis was also conducted as part of the project's Biological Technical Report.

Special-Status Plant Species

Based on review of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDB) and the California Native Plant Society (CNPS) Electronic Inventory, 55 special-status plant species were determined to have a potential to occur within the project site. Of the 55 special-status plant species, five were found to have a moderate potential to occur on the project site due to limited or marginal amounts of suitable habitat present, or a historic documented observation recorded within five miles of the project site. The five special-status plant species with moderate potential to occur included:

- San Diego ambrosia (*Ambrosia pumila*), Federally listed (endangered), MSHCP Covered Species;
- Thread-leaved brodiaea (*Brodiaea filifolia*), Federally listed (threatened), State-listed (endangered), MSHCP Covered Species;
- Smooth tarplant (*Centromadia pungens ssp. laevis*), MSHCP Covered Species;
- Parry's spineflower (*Chorizanthe parryi var. parryi*), MSHCP Covered Species; and
- Long-spined spineflower (*Chorizanthe polygonoides var. longispina*), MSHCP Covered Species.

Of the five special-status species with moderate potential to occur, the Biological Technical Report concluded that the project site provides marginally suitable habitat for San Diego ambrosia. Thus, a narrow endemic plant survey was conducted during the San Diego ambrosia blooming season in accordance with the MSHCP; refer to Appendix B2. San Diego ambrosia was not observed during the focused narrow endemic plant species survey. Therefore, it is not considered to be present on the project site. One rare plant species, San Diego tarweed (*Deinandra paniculate*), was identified within the focused survey area. Although considered rare, it does not have any State or Federal protections. Additionally, loss of the individuals on the project site would not contribute to a loss of a high-density population of this species and therefore is not considered a significant impact. No impacts would occur in this regard.

Special-Status Wildlife Species

A total of 53 special-status wildlife species were determined to have the potential to occur within the project site. Of the 53 special-status wildlife species identified, one specie, burrowing owl (*Athene cunicularia*) was determined to have a high potential to occur within the project site and two species, orange-throated whiptail (*Aspidoscelis hyperythra*) and red-diamond rattlesnake (*Crotalus ruber*) were determined to have a moderate potential to occur within the project site. Six special-status wildlife species were observed during the surveys and are therefore classified as present on-site, including:

- Northern harrier (*Circus hudsonius*), MSHCP Covered Species;
- California horned lark (*Eremophila alpestris actia*), MSHCP Covered Species;
- San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), MSCHP Covered Species.
- White-tailed kite (*Elanus leucurus*), MSHCP Covered Species
- Coastal California Gnatcatcher (*Polioptila californica californica*), MSHCP Covered Species
- Loggerhead shrike (*Lanius ludovicianus*), MSHCP Covered Species

All six of these special-status species are covered by the MSHCP and, other than coastal California gnatcatcher which is Federally listed as threatened (described below), none of the five other species are listed under the Federal ESA or California ESA. If northern harrier, white-tailed kite, California horned lark, or loggerhead shrike are present on the project site, direct impacts in the form of ground disturbance, vegetation removal, habitat loss, and mortality and indirect impacts from construction noise and vibrations may occur. Therefore, the project would implement Mitigation Measure BIO-1, which requires a pre-construction survey for nesting birds including northern harrier, white-tailed kite, California horned lark, and loggerhead shrike. Impacts to San Diego black-tailed jackrabbit are covered by the MSHCP and considered adequately conserved and would not require additional surveys or mitigation. Potential impacts to northern harrier, white-tailed kite, California horned lark, and loggerhead shrike would be reduced to less than significant with implementation of Mitigation Measure BIO-1.

Coastal California gnatcatcher is an MSHCP Covered Species, a Federally listed (threatened) species, and a California Department of Fish and Wildlife (CDFW) Species of Special Concern. Suitable scrub habitat occurs within the disturbed California buckwheat scrub along the western project boundary. During the biological reconnaissance survey, one pair of coastal California gnatcatchers was observed foraging together in the disturbed California buckwheat scrub habitat within the 500-foot buffer west of the project site. This portion of the 500-foot buffer west of the project site was not surveyed due to unknown property ownership and the presence of a no trespassing sign. Vocalizations of the gnatcatcher pair were heard. The biologists did not search for a nest due to the lack of property access and it is unknown whether a nest was present. If coastal California gnatcatchers are present on the project site, direct impacts in the form of ground disturbance, vegetation removal, habitat loss, and mortality and indirect impacts from construction noise and vibrations may occur. Impacts to gnatcatchers would also be reduced to less than significant with the implementation of Mitigation Measure BIO-1.

No other special status wildlife species were observed during the survey. However, burrowing owl was found to have a moderate potential to occur on the project site, due to the presence of suitable habitat and a known occurrence that has been recorded within five miles of the project site. Additionally, the project site is located within a designated survey area under the MSHCP for burrowing owl. No burrowing owls were observed during the survey; however, potential suitable habitat was present and two potential burrows and one occupied burrow were identified on the project site or within the 500-foot buffer. Three subsequent focused burrowing owl surveys were conducted on August 17, August 20, and August 25, 2021; refer to Appendix B3. During these surveys, burrows were checked for sign of burrowing owl (e.g., whitewash, feathers, pellets). One occupied (only sign present, no owls) burrow complex in the 500-foot buffer east of the project site was identified with approximately 40 entrances of various dimensions and aspects and had one pellet and whitewash present at the complex. If burrowing owls are present on the project site, impacts due to habitat loss and mortality could occur. With the implementation of Mitigation Measure BIO-2, which requires an additional pre-construction survey within 30 days prior to ground disturbing activities, these impacts would be reduced to a less than significant level.

Mitigation Measures:

BIO-1 **Pre-Construction Survey for Nesting Birds and Coastal California Gnatcatcher**. Ground-disturbing activities shall be conducted during the non-breeding season for birds (approximately September 1 through January 31) to avoid violations of the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code § § 3503, 3503.5 and 3513.

If grading or construction activities, including vegetation removal with the potential to disrupt nesting birds, including burrowing owl and coastal California gnatcatcher, are scheduled to occur during the bird breeding season (February 1 through August 31), a pre-construction survey for nesting birds and coastal California gnatcatcher shall be conducted by a qualified Designated Biologist who is experienced in the identification of avian species and conduction nesting bird surveys using appropriate survey methodology. The nest survey shall include the project site and any adjacent areas (i.e., construction site entrances and/or staging areas) where the project activities have the potential to cause nest failure. The pre-construction survey shall be conducted no more than three days prior to the start of ground-disturbing activities within the bird breeding season at the appropriate time of day/night, and during appropriate weather conditions. If no nesting bird or gnatcatchers are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) or gnatcatchers are found to be present, avoidance or minimization measures shall be undertaken to avoid potential project-related impacts. If a nest is suspected, but not confirmed, the Designated Biologist shall establish a disturbance-free buffer until additional surveys can be completed, or until the location can be inferred based on observations. If a nest is observed, but thought to be inactive, the Designated Biologist shall monitor the nest for one hour (four hours for raptors during the non-breeding season) prior to approaching the nest to determine status. The Designated Biologist shall use their best professional judgement regarding the monitoring period and whether approaching the nest is appropriate.

If an active avian nest confirmed, the Designated Biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on the nest based on their best professional judgement and experience. The Designated Biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Designated Biologist determines that such project activities may be causing an adverse reaction, the Designated Biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The onsite qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.

BIO-2 **Pre-Construction Surveys for Burrowing Owl**. A qualified biologist shall conduct a pre-construction survey for burrowing owl within the project site within 30 days prior to the start of ground-disturbing activities. The surveys shall follow the methods described in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Burrowing Owl Survey Instructions (RCTLMA 2006). Once the survey is completed, the designated biologist shall prepare and submit a final report documenting the results of the clearance survey to the City of Menifee for review and file. If no

burrowing owls or occupied burrows are detected, project construction may begin, and no additional avoidance or minimization measures would be required. If at any time there is a lapse of project activities for 30 days or more, another burrowing owl survey shall be conducted.

If an occupied burrow is found within the project impact area during the pre-construction clearance survey, the onsite biologist will review and establish a conservative avoidance buffer surrounding the nest based on their best professional judgment and experience and verify compliance with this buffer and will verify the nesting effort has finished. Work can resume when no other active burrowing owl nesting efforts are observed. If active burrowing owl burrows are detected outside the breeding season, then passive and/or active relocation pursuant to a Burrowing Owl Plan that shall be prepared by the Applicant and approved by the City in consultation with the California Department of Fish & Wildlife (CDFW), or the construction contractor shall stop construction activities within the buffer zone established around the active nest and shall not resume construction activities until the nest is no longer active. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the MSHCP. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied and backfilled to ensure that animals do not reenter the holes/dens.

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

No Impact. According to the Biological Technical Report, the site does not contain riparian habitat or other sensitive natural communities that would need to be preserved. The project site is comprised of disturbed soils and nonnative grass species. While some mulefat shrubs are present within the buffer of the project site, it is not substantial enough to support riparian species. Therefore, development of the project site would not result in impacts relative to riparian habitat or other sensitive natural communities.

Mitigation Measures: No mitigation measures are required.

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?

No Impact. According to the Biological Technical Report, no State or Federally protected wetlands were observed within the boundaries of the project site. There is a concrete drainage culvert along the north boundary of the project site, but it is now isolated and does not show any evidence of water flow. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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?

No Impact. The project site is located immediately adjacent to areas of disturbances and developments. The project site's value as a corridor is lessened due to its bordering of residential areas to the northeast and dumpsite to the west. Additionally, the site is overall disturbed by anthropogenic factors. According to the Biological Technical Report, no migratory wildlife corridors or native wildlife nursery sites were identified within the project site and therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The project site does not contain any trees which would require removal for project implementation. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact With Mitigation Incorporated. The project site is located within the boundaries of the MSHCP. As such, an MSHCP Consistency Analysis was conducted as part of the project's Biological Technical Report. According to the Biological Technical Report, the project site is not located within any Cell Groups, Criteria Cells, and Subunit designations of the MSHCP. Section 6.0 of the MSHCP requires assessment of the potential effects from the project on biological resources including riparian/riverine areas, vernal pools, and fairy shrimp, burrowing owl, and narrow endemic plant species. In addition, the MSHCP requires an Urban/Wildlands Interface analysis be conducted in order to address the indirect effects associated with locating proposed development in proximity of MSHCP Conservation Areas. These resources were assessed during the reconnaissance survey and are discussed below in relation to the project.

Since development of the project site is a covered activity within the MSHCP (see section 7.3.3 of Covered Activities/Allowable Uses within the MSHCP), it is an allowable use that has been contemplated within the MSHCP (RCTLMA 2021). However, projects that are covered still need to comply with MSHCP requirements.

Riparian/Riverine, Vernal Pool, and Fairy Shrimp Habitat Assessment (MSHCP Section 6.1.2)

In accordance with Section 6.1.2 of the MSHCP, a habitat assessment was performed for riparian and riverine communities, vernal pools, and fairy shrimp. The project site did not contain vernal pool habitat or suitable habitat for fairy shrimp. No significant riparian vegetation was observed on the project site. No defined channels or drainages were identified on the project site and the project site did not contain any riverine resources; therefore, no impact would occur. Mulefat, which is classified as riparian vegetation, was observed outside of the project site; refer to Figure 4 of the Biological Technical Report. The mulefat did not appear to be associated with any water way and was not a large enough area to support riparian species outside of potential foraging.

Additionally, there is a concrete-lined ditch located along the northern boundary, this ditch is manufactured and was built in an upland area in support of a planned residential development that was graded but never constructed. The ditch is not vegetated, shows no signs of water flow, and does not connect to any downstream resources. Therefore, it would not be considered a riparian/riverine resource.

Narrow Endemic Plant Species (MSHCP Section 6.1.3)

The Riverside Regional Conservation Authority (RCA) MSHCP Information Map was reviewed to determine whether the project site was located within a Narrow Endemic Plant Species Survey Area (NEPSSA), in accordance with Section 6.1.3 of the MSHCP. The project site is located within a NEPSSA for the following narrow endemic plant species: Munz's onion, San Diego ambrosia, many-stemmed dudleya, spreading navarretia, California Orcutt grass, and Wright's trichocoronis. None of these species were present on the project site during the biological reconnaissance survey, however, the site provides marginally suitable habitat for San Diego ambrosia, and thus, this species has a moderate potential to occur on site. Munz's onion, many-stemmed dudleya, spreading navarretia, and California Orcutt

grass were found to have a low potential to occur while Wright's trichocoronis was presumed absent due to a lack of suitable marsh, vernal pool, woodland, or riparian forest habitat on the project site.

As discussed in Response 4.4(a), a narrow endemic plant survey was conducted during the San Diego ambrosia blooming season in accordance with the MSHCP; refer to Appendix B2. San Diego ambrosia was not observed during the focused narrow endemic plant species survey. Therefore, it is not considered to be present on the project site.

Urban/Wildlands Interface Guidelines (MSHCP Section 6.1.4)

The requirements for Urban/Wildlands Interface for the management of edge factors do not apply to this project site because it is not situated adjacent to any MSHCP-designated conserved lands.

Additional Surveys (MSHCP Section 6.3.2)

The RCA MSHCP Information Map was reviewed as part of the Biological Technical Report to determine if the project site was located with any MSHCP designated survey areas. The Information Map revealed that the project site is located within a survey area for burrowing owl and the following narrow endemic plants: Munz's onion, San Diego ambrosia, many-stemmed dudleya, spreading navarretia, California Orcutt grass, and Wright's trichocoronis. Therefore, habitat assessments for burrowing owl and narrow endemic plants were conducted concurrently with the biological reconnaissance survey; refer to Response 4.4(a).

The project site was surveyed for habitat that could support the six narrow endemic plant species, and it was found that the site had marginally suitable habitat for San Diego ambrosia. San Diego ambrosia was not observed during the focused narrow endemic plant species survey; refer to Appendix B2. Therefore, it is not considered to be present on the project site.

The project site was surveyed for potential burrowing owl habitat. Burrows that have the potential to serve as burrowing owl habitat were photographed and locations were marked using a GPS unit. As discussed in Response 4.4(a), potential burrows were located and one occupied burrow complex with sign of owls (old whitewash and pellet) were observed during the focused burrowing owl surveys. As a result, Mitigation Measure BIO-2 requires pre-construction survey within 30 days prior to ground disturbing activities, to verify the presence or absence of the species. With implementation of Mitigation Measure BIO-2, impacts would be reduced to a less than significant level.

Mitigation Measures: Refer to Mitigation Measure BIO-2.

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4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?			✓	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			✓	
c. Disturb any human remains, including those interred outside of dedicated cemeteries?			✓	

This section is primarily based upon the *Cultural Resources Inventory Report for the Menifee 91 Project* (Cultural Resources Report), prepared by ECORP Consulting, Inc., dated July 2021 and revised in September 2022; refer to Appendix C, *Cultural Resources Report*.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?

Less Than Significant Impact. A historic overview of the project area is provided in the Cultural Resources Report; refer to Appendix C. To evaluate the project's potential to support historic resources, a records search of the California Historical Resources Information System (CHRIS) was conducted at the Eastern Information Center (EIC) on May 18, 2021. The search was conducted to identify previously recorded cultural resources and previously conducted cultural resources studies within a 0.5-mile radius of the project site. The CHRIS search also included a review of the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. The records search also included a review of available historic United States Geological Survey (USGS) 7.5-, 15-, and 30-minute quadrangle maps.

The records search revealed that 49 cultural resources investigations were previously conducted within 0.5-mile of the project site. None of these prior investigations overlap the current project. The records search also determined that one historic-period cultural resource is located within 0.5-mile of the project area. According to the records search, no historic resources were previously identified within the project site.

During the field survey conducted as part of the Cultural Resources Report, no historic resources were identified within the project site boundaries. Although findings were negative for cultural resources on the surface of the project site, archaeological work in nearby areas have found extensive historic-period irrigation features. As the project site shows evidence of previous disking, it is possible that buried agricultural features are uncovered during excavation. As such, potential significant impacts to buried historic-period resources could result in this regard, and Standard Condition-SC-CUL-1 would require that an archaeological monitor be present during any earthmoving activities proposed within the project site boundaries.

SC-CUL-3 would protect inadvertent discoveries by halting construction until a qualified archaeologist evaluates the significance of the find and recommends a course of action. With the implementation of Standard Condition SC-CUL-1 and SC-CUL-3, impacts would be less than significant.

***Standard Conditions and Requirements*:** Refer to Standard Condition SC-CUL-1 and SC-CUL-3 below.

Mitigation Measures: No mitigation measures are required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact. Prehistoric background information on the project area is provided in the Cultural Resources Report. As discussed above, a records search of the CHRIS revealed that 49 cultural resources investigations were previously conducted within 0.5-mile of the project site. None of these prior investigations overlap the current project. The records search also determined that four previously recorded prehistoric archaeological resources are located within 0.5-mile of the project area. According to the records search, no prehistoric archaeological resources were previously identified within the project site.

During the field survey conducted as part of the Cultural Resources Report, no archaeological resources were identified within the project site boundaries. Although findings were negative for cultural resources on the surface of the project site, pre-contact bedrock milling features have been found in adjoining parcels during previous archaeological investigations. Pre-contact ground stone technology may be present within the project area, either concealed by surface vegetation, or buried beneath the surface. As a result, the archaeological sensitivity of the project site is believed to be moderate and the potential exists for ground-disturbing activities to expose previously unrecorded cultural resources. To protect archaeological resources, Standard Condition-SC-CUL-1 would require that an archaeological monitor be present during any earthmoving activities proposed within the project site boundaries. SC-CUL-3 would protect inadvertent discoveries by halting construction until a qualified archaeologist evaluates the significance of the find and recommends a course of action. With the implementation of Standard Condition SC-CUL-1 and SC-CUL-3, impacts would be less than significant.

***Standard Conditions and Requirements*:** Refer to Standard Condition SC-CUL-1 and SC-CUL-3 below.

Mitigation Measures: No mitigation measures are required.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. No evidence of human remains was identified as part of the Cultural Resources Report. Nonetheless, if human remains are found, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, State Health and Safety Code Section 7050.5 requires if any human remains are accidentally discovered during excavation of a site, the County Coroner shall be notified of the find immediately, and no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. As required by State law, if the remains are determined to be Native American, the County Coroner shall notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC and shall have the opportunity to offer recommendations for the disposition of the remains (refer to Standard Condition SC-CUL-8 below). Further, SC-CUL-2 would ensure that Native American human remains shall not be governed by public disclosure requirements of the California Public Records Act. SC-CUL-4 would ensure inadvertent discoveries of Native American tribal cultural resource are preserved-in-place, reburied on-site, or a combination of the two in consultation with the tribes. Following compliance with the City's Standard Conditions of Approval, impacts related to the disturbance of human remains would be less than significant.

***Standard Conditions and Requirements*:** Refer to Standard Condition SC-CUL-2, SC-CUL-4, and SC-CUL-8 below.

Mitigation Measures: No mitigation measures are required.

STANDARD CONDITIONS AND REQUIREMENTS:

SC-CUL-1 **Archeologist Retained**. Prior to issuance of a grading permit, the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The project Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The project Archaeologist and the Tribal monitor(s), shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

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

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

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

SC-CUL-2 **Non-Disclosure of Location Reburials**. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public

disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254(r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

SC-CUL-3 **Inadvertent Archeological Find**. If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

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

ii. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

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

iv. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.

v. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of

the City Community Development Director shall be appealable to the City Planning Commission and/or City Council.

SC-CUL-4 **Cultural Resources Disposition**. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department:
   i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

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

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

SC-CUL-5 **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 Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

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

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

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

4.6 Energy

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

REGULATORY FRAMEWORK

State

California Building Energy Efficiency Standards (Title 24)

The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.[12] The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more.

California Green Building Standards (CALGreen)

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed the green building standards in an effort to meet the goals of California's landmark initiative Assembly Bill (AB) 32, which established a comprehensive program of cost-effective reductions of greenhouse gases (GHGs) to 1990 levels by 2020. CALGreen was developed to (1) reduce GHGs from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. The 2022 CALGreen Code went into effect on January 1, 2023. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.[13]

California Public Utilities Commission Energy Efficiency Strategic Plan

The California Public Utilities Commission (CPUC) prepared an *Energy Efficiency Strategic Plan* (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in GHGs. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California's single roadmap to achieving

[12] California Energy Commission, *2022 Building Energy Efficiency Standards*, August 11, 2021.
[13] U.S. Green Building Council, *Green Building Costs and Savings*, https://www.usgbc.org/articles/green-building-costs-and-savings, accessed September 12, 2022.

maximum energy savings in the State between 2009 and 2020, and beyond 2020. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings, as a result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes four bold strategies:

1. All new residential construction in California will be zero net energy by 2020;
2. All new commercial construction in California will be zero net energy by 2030;
3. Heating, ventilation, and air condition (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and
4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Report

In 2002, the California State Legislature adopted Senate Bill (SB) 1389, which requires the California Energy Commission (CEC) to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the *2020 Integrated Energy Policy Report Update* (2020 IEPR Update) Volume I and Volume III on March 23, 2021, and Volume II on April 15, 2021.[14] The 2020 IEPR Update provides the results of the CEC's assessments of a variety of energy issues facing California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs.[15] The year of 2020 was unprecedented as the State continues to face the impacts and repercussions of several events including the COVID-19 pandemic, electricity outages, and Statewide wildfires. In response to these challenging events, the 2020 IEPR Update covers a broad range of topics, including transportation, microgrids, and the California Energy Demand Forecast. Volume I of the 2020 IEPR Update focuses on California's transportation future and the transition to zero-emission vehicles (ZEVs), Volume II examines microgrids, lessons learned from a decade of State-supported research, and stakeholder feedback on the potential of microgrids to contribute to a clean and resilient energy system, and Volume III reports on California's energy demand outlook, updated to reflect the global pandemic and help plan for a growth in zero-emission plug in electric vehicles.[16] Overall, the 2020 IEPR Update identifies actions the State and others can take that would strengthen energy resiliency, reduce GHG emissions that cause climate change, improve air quality, and contribute to a more equitable future.

Local

City of Menifee General Plan

Applicable goals and policies related to energy from the General Plan Open Space and Recreation Element and Land Use Element are listed below.

Goal OSC-4: Efficient and environmentally appropriate use and management of energy and mineral resources to

[14] California Energy Commission, *2020 Integrated Energy Policy Report Update*, https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update, accessed September 12, 2022.
[15] California Energy Commission, *Final 2020 Integrated Energy Policy Report Update, Volume I: Blue Skies, Clean Transportation*, March 2021, https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update-0, accessed September 12, 2022.
[16] Ibid.

ensure their availability for future generations.

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

Policy OSC-4.2: Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.

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

Goal LU-3: A full range of public utilities and related services that provide for the immediate and long-term needs of the community.

Policy LU-3.1: Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.

Policy LU-3.2: Work with utility provides to increase service capacity as demand increases.

Policy LU-3.3: Coordinate public infrastructure improvements through the City's Capital Improvement Program.

Policy LU-3.4: Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.

Policy LU-3.5: Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. CEQA Guidelines Appendix F is an advisory document that assists in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis on Response 4.6(a) relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- **Criterion 1:** The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed.
- **Criterion 2:** The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- **Criterion 3:** The effects of the project on peak and base period demands for electricity and other forms of energy.
- **Criterion 4:** The degree to which the project complies with existing energy standards.
- **Criterion 5:** The effects of the project on energy resources.
- **Criterion 6:** The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Quantification of the project's energy usage is presented and addresses Criterion 1. The discussion on construction-related energy use focuses on Criteria 2, 4, and 5. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy demand analysis discusses Criteria 2, 4, and 6, and the building energy demand analysis discusses Criteria 2, 3, 4, and 5.

Project-Related Sources of Energy Consumption

This analysis focuses on three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips and off-road equipment associated with project construction and operations. The analysis of operational electricity and natural gas usage is based on the California Emissions Estimator Model version 2020.4.0 (CalEEMod) modeling results for the project. The project's estimated electricity and natural gas consumption is based primarily on CalEEMod's default settings for Riverside County, and consumption factors provided by the Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas), the electricity and natural gas providers for the City and the project site. The results of the CalEEMod modeling are included in Appendix A, *Air Quality/Greenhouse Gas/Energy Modeling Results*. The amount of operational fuel consumption was estimated using the CARB's EMFAC2017 computer program which provides projections for typical daily fuel usage in the County, and the project's annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction fuel consumption is based on the project's construction equipment list, timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips.

The project's estimated energy consumption is summarized in Table 4.6-1, *Project and Countywide Energy Consumption*. As shown in Table 4.6-1, the project's energy usage would constitute an approximate 0.0045 percent increase over Riverside County's typical annual electricity consumption and an approximate 0.0062 percent increase over Riverside County's typical annual natural gas consumption. The project's construction and operational vehicle fuel consumption would increase the County's consumption by 0.0632 percent and 0.0267 percent, respectively (**Criterion 1**).

Table 4.6-1
Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	Riverside County Annual Energy Consumption[2]	Percentage Increase Countywide[2]
Electricity Consumption	765 MWh	16,857,931 MWh	0.0045
Natural Gas Consumption	27,156 therms	436,941,555 therms	0.0062
Fuel Consumption			
• Construction Fuel Consumption[3]	122,968 gallons	194,496,204 gallons	0.0632
• Operational Automotive Fuel Consumption[3]	189,584 gallons	710,266,011 gallons	0.0267

Notes:
1. As modeled in CalEEMod version 2020.4.0.
2. The project increases in electricity and natural gas consumption are compared to the total consumption in the County in 2020. The project increases in automotive fuel consumption are compared with the projected Countywide diesel fuel consumption in 2023 (start of construction), and gasoline fuel consumption in 2026 (operational year).
   Riverside County electricity consumption data source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms. energy.ca.gov/elecbycounty.aspx, accessed August 31, 2022.
   Riverside County natural gas consumption data source: California Energy Commission, *Gas Consumption by County*, http://www.ecdms.energy. ca.gov/gasbycounty.aspx, accessed August 31, 2022.
3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the CARB EMFAC2017 model.

Refer to Appendix A for assumptions used in this analysis.

Construction

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during grading, paving, building construction, and architectural coatings. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that heavy-duty diesel equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (**Criterion 4**).

Substantial reductions in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than non-recycled materials.[17] The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source materials.[18] The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. As indicated in Table 4.6-1, the project's fuel consumption from construction would be approximately 122,968 gallons, which would increase fuel use in the County by 0.0632 percent. As such, construction would have a nominal effect on the local and regional energy supplies (**Criterion 2**). It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or State (**Criterion 5**). Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

Operations

Transportation Energy Demand

Pursuant to the federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 4.6-1 provides an estimate of the daily fuel consumed by vehicles traveling to and from the project site. Based on the Scoping Agreement for Traffic Study prepared by Michael Baker International (dated July 11, 2022), the proposed project would generate 972 average daily trips. As indicated in Table 4.6-1, project operational daily trips are estimated to consume approximately 189,584 gallons of fuel per year, which would increase the County's automotive fuel consumption by 0.0267 percent. The project does not propose any unusual features that would result in excessive long-term operational fuel consumption (**Criterion 2**).

[17] California Department of Resources Recycling and Recovery, *Green Building Materials*, https://www.calrecycle.ca.gov/greenbuilding/materials#Material, accessed August 31, 2022.
[18] Ibid.

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed project. However, in compliance with CALGreen Code, all single-family residential units of the project would be electric vehicle (EV) capable by including a listed raceway within each dwelling unit to accommodate EV charging stations. This project design feature would encourage and support the use of EVs within the proposed residential development and thus reduce the petroleum fuel consumption (**Criterion 4** and **Criterion 6**).

Therefore, fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur in this regard.

Building Energy Demand

The California Energy Commission (CEC) developed 2018 to 2030 forecasts for energy consumption and peak demand in support of the 2017 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections.[19] CEC forecasts that the statewide annual average growth rates of energy demand between 2016 and 2030 would be 0.99 percent to 1.59 percent for electricity and 0.25 percent to 0.77 percent for natural gas.[20] As shown in Table 4.6-1, operational energy consumption of the project would represent approximately 0.0045 percent increase in electricity consumption and 0.0062 percent increase in natural gas consumption over the current Countywide usage, which would be significantly below CEC's forecasts and the current Countywide usage. Therefore, the project would be consistent with the CEC's energy consumption forecasts. As such, the project would not require additional energy capacity or supplies (**Criterion 2**). Additionally, the project would consume energy during the same time periods as other residential developments and would consume most energy in the evening. As a result, the project would not result in unique or more intensive peak or base period electricity demand (**Criterion 3**).

The proposed project would be required to comply with 2022 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the 2022 Title 24 standards significantly reduces energy usage. The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent between each update. Compliance with 2022 Title 24 standards would also ensure the project would be consistent with General Plan Goal LU-1 (Policies LU-1.1, LU-1.5) and Goal OSC-4 (Policies OCS-4.1, OCS-4.2, OCS-4.3), by incorporating sustainable building design features (**Criterion 4**).

Furthermore, the electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects will not result in the waste of the finite energy resources. The project would include solar ready roofs on proposed single-family residential units in compliance with 2022 Title 24 and CALGreen Code requirements (**Criterion 5**).

[19] California Energy Commission, *California Energy Demand 2018-2030 Revised Forecast*, February 2018. Annual average growth rates of electricity demand and natural gas per capita demand are shown in Table 1 and Table 3, respectively.
[20] Ibid.

Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than Significant Impact. The City currently does not have a plan pertaining to renewable energy or energy efficiency. The applicable State plans and policies for renewable energy and energy efficiency include the 2022 Title 24 standards, the 2022 CALGreen Code, the California Public Utilities Commission (CPUC's) Energy Efficiency Strategic Plan, and CEC's 2020 IEPR Update. The project would be required to comply with the latest Title 24 and CALGreen standards pertaining to building energy efficiency. Compliance with 2022 Title 24 standards and 2022 CALGreen Code would ensure the project incorporates energy-efficient windows, insulation, lighting, and ventilation systems, which are consistent with the Energy Efficiency Strategic Plan strategies, the IEPR building energy efficiency recommendations, and General Plan Goal LU-1 (Policies LU-1.1, LU-1.5) and Goal OSC-4 (Policies OCS-4.1, OCS-4.2, OCS-4.3). The project would also install water-efficient fixtures and EV charging infrastructure. Additionally, per the RPS, the project would utilize electricity provided by SCE that is composed of 30.9 percent renewable energy as of 2020 and would achieve at least 60 percent renewable energy by 2030.[21] Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[21] California Energy Commission, *Southern California Edison 2020 Power Content Label*, https://www.energy.ca.gov/filebrowser/download/3902, accessed August 31, 2022.

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4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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? Refer to Division of Mines and Geology Special Publication 42.				✓
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 waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

This section is primarily based upon the *Geotechnical and Infiltration Evaluation, Proposed Residential Development, Conceptual Tentative Tract Map 38128, APNs 330-230-023 and -024, Menifee, Riverside County, California* (Geotechnical Evaluation) prepared by GeoTek, Inc., dated June 11, 2021; refer to Appendix D, *Geotechnical Evaluation*.

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? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The project site, like the rest of Southern California, is located within a seismically active margin between the North American and Pacific tectonic plates. Faults that have historically produced earthquakes or show evidence of movement within the past 11,000 years are known as "active faults." According to the Geotechnical Evaluation, no known active faults cross the project site, and the site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. According to the Geotechnical Evaluation, the project site is located approximately 7.8 miles

northeast of the Elsinore Fault Zone – Glen Ivy Section. Therefore, the potential for fault rupture on-site is considered very low. No impact would occur.

Mitigation Measures: No mitigation measures are required.

2) Strong seismic ground shaking?

Less Than Significant Impact. According to the Geotechnical Evaluation, the project site is located in a region of generally high seismicity (Southern California). As such, the project site is expected to experience strong ground motions from earthquakes on regional and/or local causative faults. However, active or potentially active faults are not known to exist on or in the immediate vicinity of the site. Nevertheless, in conformance with existing seismic design requirements of the California Building Code, the project would be subject to the site-specific seismic design recommendations identified in the Geotechnical Evaluation to minimize the potential for damage and major injury during a seismic event; refer to the *Conclusions and Recommendations* section of Appendix D. Modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement. Conformance with the seismic design recommendations identified in the Geotechnical Evaluation would ensure impacts related to ground shaking are less than significant.

Mitigation Measures: No mitigation measures are required.

3) Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater occurs at shallow depth (generally within 50 feet of the ground surface) or where lands are underlain by loose, cohesionless deposits. Liquefaction typically results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata behave similarly to a heavy liquid.

According to the Geotechnical Evaluation, groundwater was not encountered at the site during borings drilled up to 51 feet below ground surface. Further, the project site is not located in an area considered susceptible to liquefaction based on Exhibit S-3, *Liquefaction and Landslides*, of the General Plan Safety Element. No impact would occur in this regard.

4) Landslides?

No Impact. According to the Geotechnical Evaluation, there is no evidence of ancient landslides or slope instabilities at the project site. The project site and the surrounding properties are flat and not prone to slope instability hazards, such as landslides. Thus, the potential for seismically-induced landslides, or debris flows, is considered negligible. No impact would occur.

Mitigation Measures: No mitigation measures are required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The primary concern in regard to soil erosion or loss of topsoil would be from construction activities associated with the project, which could expose soils to short-term erosion by wind and water. Soil disturbance would temporarily occur during earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction, and grading. Disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project site. However, the project would be subject to compliance with the requirements set forth in the Santa Ana RWQCB's Stormwater Quality Management Plan (SQMP) and the City's Water Quality Management Plan (WQMP) to reduce potential for soil erosion.

The project would also employ Best Management Practices (BMPs) during construction to control runoff from discharging from the site during project construction; refer to Section 4.10, *Hydrology and Water Quality*. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact. Refer to Responses 4.7(a)(3), 4.7(a)(4), and 4.7(d) for a discussion concerning liquefaction, landslides, and collapse (from expansive soils), respectively.

LATERAL SPREADING

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move down slope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, the liquefiable soil zone must be laterally continuous, unconstrained laterally, and free to move along sloping ground. According to the Geotechnical Evaluation, the project site is not subject to seismic-related ground failure (i.e., liquefaction). As a result, the lateral spread is anticipated to be negligible. No impact would occur in this regard.

SUBSIDENCE

According to the U.S. Geological Survey, land subsidence occurs when large amounts of groundwater have been withdrawn from certain types of rocks, such as fine-grained sediments. The rock compacts because the water is partly responsible for holding the ground up. When the water is withdrawn, the rocks falls in on itself. Events, other than the removal of groundwater, that can cause land subsidence include aquifer-system compaction, drainage of organic soils, underground mining, hydrocompaction, natural compaction, sinkholes, and thawing permafrost. According to the Geotechnical Evaluation, based on the nature of existing on-site soils, a subsidence value of up to 0.1 foot may occur. In accordance with the California Building Standards Code and Municipal Code Section 8.04, *Building Code*, the project would be required to demonstrate compliance with the site-specific design recommendations identified in the Geotechnical Evaluation to reduce potential impacts relative to subsidence to less than significant levels. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact. Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements. According to the Geotechnical Evaluation, the on-site soils include units of highly expansive clayey soils. In accordance with the California Building Standards Code and Municipal Code Section 8.04, *Building Code*, the project would be required to demonstrate compliance with the site-specific design recommendations identified in the Geotechnical Evaluation to reduce potential impacts relative to expansive soils to less than significant levels. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. No septic tanks or alternative wastewater systems would be constructed as part of the project. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation Incorporated. Overall, ground-disturbing activities in previously undisturbed portions of the project site underlain by geologic units with a high paleontological sensitivity (i.e., Pleistocene to early Holocene alluvial deposits) may result in significant impacts to paleontological resources. Impacts would be significant if construction activities result in the destruction, damage, or loss of scientifically important paleontological resources and associated stratigraphic and paleontological data.

A Records Search at the Western Science Center determined that the geologic units underlying the project area are mapped as Pleistocene alluvial deposits of sand and gravel with portions of Cretaceous gabbro.[22] Pleistocene alluvial units are considered to be highly paleontologically sensitive; Cretaceous gabbro is not considered fossiliferous. No fossil localities have been discovered within a one mile radius of the project site.

Given the site's high sensitivity for paleontological resources, Mitigation Measure GEO-1 would require preparation of a paleontological resource mitigation program to monitor, salvage, and curate any recovered paleontological resources. With implementation of Mitigation Measure GEO-1, impacts would be reduced to less than significant levels.

Mitigation Measures:

GEO-1 **Paleontological Resources**. Prior to issuance of grading permits, the project applicant shall retain a qualified paleontologist to evaluate the site and prepare and implement a paleontological resource mitigation program (PRMP). The project paleontologist would review the grading plan and conduct any preconstruction work necessary to render appropriate monitoring and mitigation requirements, to be documented in the PRMP. During ground disturbing activities, the qualified paleontologist shall monitor ground disturbing activity within Pleistocene alluvial deposits. If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area shall cease and the qualified paleontologist shall contact the City of Menifee Community Development Director in writing within four hours. Unanticipated discoveries shall be evaluated for significance by the qualified paleontologist before the City of Menifee Community Development Director allows for construction activities to recommence. If significance criteria are met, the qualified paleontologist shall collect and catalogue the resource in accordance with the Society of Vertebrate Paleontology (SVP) guidelines.

The PRMP shall be submitted to the City prior to issuance of a grading permit. Information contained in the PRMP would minimally include:

1. Description of the project site and proposed grading operations

2. Description of the level of monitoring required for earth-moving activities

[22] Written Correspondence: Brittney Elizabeth Stoneburg, Collections Technician, Western Science Center, dated August 5, 2022.

3. Identification and qualifications of the paleontological monitor to be employed during earth moving
4. Identification of personnel with authority to temporarily halt or divert grading to allow recovery of large specimens
5. Direction for fossil discoveries to be reported to the developer and the City
6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils to minimize construction delays
7. Sampling methods for sediments that are likely to contain small fossil remains, if any.
8. Procedures and protocol for collecting and processing of samples and specimens, as necessary
9. Fossil identification and curation procedures
10. Identification of the repository to receive fossil material
11. All pertinent maps and exhibits
12. Procedures for reporting of findings
13. Acknowledgment of the developer for content of the PRMP and acceptance of financial responsibility for monitoring, reporting, and curation.

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4.8 Greenhouse Gas Emissions

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

GLOBAL CLIMATE CHANGE

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 418 million metric tons of carbon dioxide equivalent ($MTCO_2e$) per year.[23] Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, CH_4, and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. As of September 2022, the highest monthly average concentration of CO_2 in the atmosphere was recorded at 420 ppm.[24]

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2e)[25] concentration is required to keep global mean warming below 2 degrees Celsius (^oC), which in turn is assumed to be necessary to avoid dangerous climate change.

REGULATORY FRAMEWORK

Federal

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450

[23] California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2019,* https://ww2.arb.ca.gov/sites/default/files/classic/cc/ghg_inventory_trends_00-19.pdf, accessed September 12, 2022.

[24] Scripps Institution of Oceanography, *Carbon Dioxide Concentration at Mauna Loa Observatory*, https://scripps.ucsd.edu/programs/keelingcurve/, accessed September 12, 2022.

[25] Carbon Dioxide Equivalent (CO_2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

ppm carbon dioxide equivalent (CO_2e)[26] concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

State

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then the California Air Resources Board (CARB) should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Senate Bill 32. Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030.

CARB Scoping Plan. On December 11, 2008, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce GHG emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 million $MTCO_2e$ under a business as usual (BAU)[27] scenario. This is a reduction of 42 million $MTCO_2e$, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

The Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. The measures described in the Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

[26] Carbon Dioxide Equivalent (CO_2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

[27] "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions; refer to http://www.arb.ca.gov/cc/inventory/data/bau.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal."

In December 2017, CARB approved the *California's 2017 Climate Change Scoping Plan* (2017 Scoping Plan)*: The Strategy for Achieving California's 2030 Greenhouse Gas Target*. This update focuses on implementation of a 40 percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this, the updated 2017 Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy.

On December 15, 2022, CARB released the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), which identifies the strategies achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan.

Local

2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy

On September 3, 2020, the Regional Council of the Southern California Association of Governments (SCAG) formally adopted the *Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are to:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the State-mandated reductions in GHG emissions through reduced per capita vehicle miles traveled (VMT). Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

City of Menifee General Plan

Applicable goals and policies related to GHG reduction from the General Plan Open Space and Recreation Element are listed below.

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

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

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) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions nor has the South Coast Air Quality Management District (SCAQMD), California Air Resources Board (CARB), or any other State or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the proposed project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with Statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of the project's GHG emissions impacts are not based on the amount of GHG emissions resulting from the project.

Project-related GHG emissions include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO_2, N_2O, and CH_4, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. The California Emissions Estimator Model version 2020.4.0 (CalEEMod) was used to calculate project-related GHG emissions. Table 4.8-1, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions associated with the proposed project; refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Modeling Results* for the CalEEMod outputs.

Table 4.8-1
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2e[2,3]
	Metric Tons per Year[1]	Metric Tons per Year[1]	Metric Tons of CO_2e[1]	Metric Tons per Year[1]	Metric Tons of CO_2e[1]	
Direct Emissions						
Construction (amortized over 30 years)	50.09	0.01	0.29	<0.01	0.19	50.57
Area Source	24.67	<0.01	0.05	<0.01	0.13	24.85
Mobile Source	1,054.79	0.05	1.29	0.05	14.99	1,071.07
Total Direct Emissions[2]	*1,129.55*	*0.07*	*1.63*	*0.05*	*15.31*	*1,146.49*
Indirect Emissions						
Energy Consumption	280.51	0.01	0.36	0.00	1.20	282.07
Solid Waste	5.73	0.34	8.46	0.00	0.00	14.19
Water Demand	27.41	0.21	5.15	0.01	1.51	34.07
Total Indirect Emissions[2]	*313.65*	*0.56*	*13.97*	*0.01*	*2.71*	*330.34*
Total Net Project-Related Emissions[2]	***1,476.82 $MTCO_2e$ per year***					

Notes: carbon dioxide equivalent = CO_2e; metric tons of carbon dioxide equivalent per year = $MTCO_2e$ per year
1. Project emissions were calculated using CalEEMod version 2020.4.0, as recommended by the SCAQMD.
2. Totals may be slightly off due to rounding.
3. Carbon dioxide equivalent values calculated using the U.S. Environmental Protection Agency Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed August 31, 2022.

Source: Refer to Appendix A for detailed model input/output data.

Direct Project-Related Sources of Greenhouse Gases

Construction Emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[28] As shown in Table 4.8-1, the proposed project would result in 50.57 metric tons of CO_2 equivalent per year ($MTCO_2e$ per year) when amortized over 30 years (or a total of 1,517.13 $MTCO_2e$ in 30 years).

Area Source. Area source emissions were calculated using CalEEMod and project-specific land use data. Project-related area sources include natural gas consumption for space heating and exhaust emissions from landscape maintenance equipment, such as lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site. The project would directly result in 24.85 $MTCO_2e$ per year from area source emissions; refer to Table 4.8-1.

[28] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008).

Mobile Source. CalEEMod relies upon trip generation rates from the *Traffic Study Scoping Agreement* prepared by Michael Baker International (dated July 11, 2022), and project specific land use data to calculate mobile source emissions. Based upon the trip generation rates, the proposed project would generate 972 average daily trips, including 72 trips during the a.m. peak hour and 96 trips during the p.m. peak hour. The project would result in approximately 1,071.07 $MTCO_2e$ per year of mobile source generated GHG emissions; refer to Table 4.8-1.

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Southern California Edison (SCE) would provide electricity to the project site. The project would indirectly result in 282.07 $MTCO_2e$ per year due to energy consumption; refer to Table 4.8-1.

Solid Waste. Solid waste associated with operations of the proposed project would result in 14.19 $MTCO_2e$ per year; refer to Table 4.8-1.

Water Demand. The project operations would result in a demand of approximately 11.83 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 34.07 $MTCO_2e$ per year; refer to Table 4.8-1.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4.8-1, the total amount of project-related GHG emissions from direct and indirect sources combined would total 1,476.82 $MTCO_2e$ per year.

Consistency with Applicable GHG Plans, Policies, or Regulations

The GHG plan consistency for the project is based on the project's consistency with the CARB 2022 Scoping Plan, the SCAG 2020-2045 RTP/SCS, and applicable goals and policies from the City's General Plan. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The SCAG 2020-2045 RTP/SCS includes strategies for the region to reach the regional target of reducing GHG from transportation sector. The City's General Plan contains goals and policies that would help implement energy efficient measures and would subsequently reduce GHG emissions within the City.

Consistency with the 2017 CARB Scoping Plan Update

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Provided in Table 4.8-2, *Consistency with the 2022 Scoping Plan: AB 32 GHG Inventory Sectors*, is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan.

Table 4.8-2
Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.	**Consistent**. The project is located near existing bus stops serviced by Riverside Transit Authority (RTA). RTA provides transit service in the area including fixed-route bus service and Dial-a-Ride service. One bicycle lane corridor currently exists within the project area, a Class 2 Bike Lane located along the westbound lanes of Ethanac Road, between Goetz Road and Barnett Road. Therefore, the project would focus growth near destinations and mobility options that would reduce VMT. As such, the project would be consistent with this action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	**Consistent**. The project is expected to use natural gas heating and/or cooking on-site. The City of Menifee has not adopted an ordinance or program limiting the use of natural gas for on-site cooking and/or heating. However, if adopted, the project would comply with the applicable goals or policies limiting the use of natural gas equipment in the future. As such, the project would be consistent with this action.
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045.	**Consistent.** The City of Menifee has not adopted an ordinance or program requiring electricity-powered construction equipment. However, if adopted, the project would comply with the applicable goals or policies requiring the use of electric construction equipment in the future. As such, the project would be consistent with this action.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025.	**Consistent**. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that no less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The project would comply with local and regional regulations and recycle or compost at least 75 percent of waste by 2025 pursuant to SB 1383. As such, the project would be consistent with this action.
Source: California Air Resources Board, *2022 Scoping Plan*, November 16, 2022.	

Consistency with the SCAG 2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects, as well as different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The SCAG 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by eight percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State. Table 4.8-3, *Consistency with the 2020-2045 RTP/SCS* shows the project's consistency with these five strategies found within the 2020-2045 RTP/SCS. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 4.8-3
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** The project site is located within an area that is planned for residential, with uses to the north and west presently being developed with similar single family residential uses associated with the Cimarron Ridge Specific Plan. Both the proposed project and neighboring uses associated with the Cimarron Ridge Specific Plan would be required to incorporate pedestrian-oriented features, such as sidewalks. Existing RTA bus stops are located less than one mile to the southeast of the project site. Furthermore, the project site is located in close proximity to existing commercial development. Therefore, the project would focus growth near destinations and mobility options.
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	**PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.**	**Consistent.** The project would involve development of a residential community near existing bus stops and commercial development, which increases housing supply and supports reduction of GHG emissions. Therefore, the project would be consistent with this reduction strategy.

Table 4.8-3 (Continued)
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**HQTA, TPAs, NMA, Livable Corridors.**	**Consistent.** The project would be required to install a listed raceway within each dwelling unit to accommodate EV charging station in accordance with the 2022 Title 24 standards and CALGreen Code. Therefore, the proposed project would leverage technology innovations and help the City, County, and State meet its GHG reduction goals. The project would be consistent with this reduction strategy.
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** As previously discussed, the proposed project would be located close to bus stops, which would promote alternative modes of transportation. The project would include outdoor areas (i.e., a 1.25-acre park) with landscaped planters, trees, and seating. Further, the project would comply with sustainable practices included in the CALGreen Code and 2022 Title 24 standards. Thus, the project would be consistent with this reduction strategy.
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space	**Green Region, Urban Greening, Greenbelts and Community Separators.**	**Consistent.** The proposed project involves development of a residential community on a disturbed vacant lot and would therefore not interfere with regional wildlife connectivity or concert agricultural land. The project would be required to comply with CALGreen Code and 2022 Title 24 standards, which would help reduce energy consumption and reduce GHG emissions. Thus, the project would support efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this reduction strategy.

Source: Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.

Consistency with the City of Menifee General Plan

The General Plan Open Space and Conservation Element includes goals and policies that promote GHG reduction within the City. The project's consistency with these goals and policies is discussed in Table 4.8-4, *Consistency with the City of Menifee General Plan*. As depicted in Table 4.8-4, the proposed project would be consistent with the General Plan. It should be noted that policies under Goal OCS-10 are associated with City-wide planning efforts and are not applicable to individual development projects.

Table 4.8-4
Consistency with the City of Menifee General Plan

Goals and Policies	Project Consistency
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.	**Consistent.** The project would comply with 2022 Title 24 and CALGreen Code and incorporate energy efficiency building design features. As such, the project would be consistent with this policy.
Policy OSC-4.2: Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.	**Consistent.** The project would include solar ready roofs on proposed single-family residential units in compliance with 2022 Title 24 and CALGreen Code requirements. As such, the project would be consistent with this policy.
Goal OSC-9: Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.	
Policy OCS-9.5: Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.	**Consistent.** As discussed above, the project would comply with 2022 Title 24 and CALGreen Code. As such, the project would be consistent with this policy.
Source: City of Menifee, *General Plan*.	

Conclusion

In summary, the project's characteristics render it consistent with Statewide, regional, and local climate change mandates, plans, policies, and recommendations. More specifically, the GHG plan consistency analysis provided above demonstrates that the project complies with the regulations and GHG reduction goals, policies, actions, and strategies outlined in the 2022 Scoping Plan, 2020-2045 RTP/SCS, and the City's General Plan. Consistency with these plans would reduce the impact of the project's incremental contribution of GHG emissions. Accordingly, the project would not conflict with any applicable plan, policy, regulation, or recommendation adopted for the purpose of reducing GHG emissions. Impacts in this regard would be less than significant.

***Mitigation Measures*:** No mitigation measures are required.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Refer to response 4.8(a) above. Impacts would be less than significant.

***Mitigation Measures*:** No mitigation measures are required.

4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 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?			✓	

This section is primarily based upon the *Phase I Environmental Site Assessment, APNs 330-230-023 and -024, Sun City Area Of Menifee, Riverside County, California 92585*, prepared by GeoTek, Inc., dated June 9, 2021; refer to Appendix F, *Phase I ESA.*

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Exposure of the public or the environment to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, a transportation accident, environmentally unsound disposal methods, or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction

Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (i.e., oil, diesel fuel, and transmission fluid), and/or import/export of soils. Project construction activities would be compliant with the applicable laws and regulations governing the use, storage, and transportation of hazardous materials/waste, ensuring that potentially hazardous materials are used and

handled in an appropriate manner. Impacts concerning the routine transport, use, or disposal of hazardous materials during project construction would be less than significant.

Operations

Hazardous materials are not typically associated with single family residential uses. Anticipated hazardous materials use may include cleaning products and the use of pesticides and herbicides for landscape maintenance. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that potentially hazardous materials are used and handled in an appropriate manner, and would minimize the potential for safety impacts to occur. As such, impacts concerning the routine transport, use, or disposal of hazardous materials during project operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact. One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substance into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. If not cleaned up immediately and completely, the hazardous substances can migrate into the soil or enter a local stream or channel causing contamination of soil and water. Human exposure of contaminated soil, soil vapor, or water can have potential health effects on a variety of factors, including the nature of the contaminant and the degree of exposure.

Construction

During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluids used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. As required by various state laws, the construction contractor is required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

Construction activities could also result in accidental conditions involving existing on-site contamination. However, the Phase I ESA prepared for the project did not identify evidence of a recognized environmental condition (REC) or concern in connection with the project site. As such, on-site contamination is not anticipated and impacts would be less than significant in this regard.

Operations

Refer to Response 4.9(a) for a description of impacts related to project operations. Upon adherence to existing regulations related to hazards and hazardous materials safety, impacts pertaining to the potential for accidental conditions during project operations would be less than significant.

Mitigation Measures: No mitigation is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no existing or proposed schools within 0.25-mile of the project site. The closest schools to the project site include Hans Middle School, located approximately 1.94 miles southeast, Ridgemoor Elementary School, located approximately 2.05 miles to the south, and Railway Elementary School located approximately 2.08 miles to the north. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) to compile and update a regulatory sites list (pursuant to the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

According to the Phase I ESA, the project site is not listed pursuant to Government Code Section 65962.5. No impact would result in this regard.

Mitigation Measures: No mitigation measures are required.

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?

No Impact. The nearest airport to the project site is the Perris Valley Airport located approximately 1.78 miles to the north of the project site. According to the *Riverside County Airport Land Use Compatibility Plan*, the project site is not located within the Perris Valley Airport influence area and airspace protection area.[29] Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, project implementation would not expose people residing or working in the project area to excessive airport noise levels or safety hazards. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact with Mitigation Incorporated. As indicated in Section 4.17, *Transportation*, the project does not propose changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways. The project site would have two entry points from Byers Road, as well as one emergency vehicle access easement off of Valley Boulevard. The Riverside County Fire Department would

[29] Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan*, Chapter 3 (Individual Airport Policies and Compatibility Maps), March 2021.

review the proposed driveways and interior vehicular circulation network against the Department's requirements related to fire access and turning radius requirements. Further, should partial or full lane closures be required as part of project construction activities, implementation of a Traffic Management Plan (TMP) would minimize congestion and ensure safe travel, including emergency access in the project vicinity; refer to Mitigation Measure TRA-4. As such, project implementation would not interfere with the implementation of an emergency response plan or emergency evacuation plan. With implementation of Mitigation Measure TRA-4, impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-4 in Section 4.17.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone Map Viewer, the project site is designated as a "High" fire hazard severity zone in the State Responsibility Area.[30] In 2008, the California Building Standards Commission adopted California Building Code Chapter 7A requiring new buildings in high fire hazard severity zones to use ignition-resistant construction methods and materials. The code includes provisions to improve the ignition resistance of buildings, especially from firebrands. Therefore, development of the proposed project would be subject to compliance with the California Building Code and the California Fire Code (Part 9 of Title 24 of the California Code of Regulations). Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, creating and maintaining defensible space and managing hazardous vegetation and fuels. As detailed above, the project would incorporate an emergency vehicle access easement off of Valley Boulevard. To further minimize operational impacts to emergency access, all on-site roadways would be designed in compliance with Riverside County Fire Department standards prior to issuance of building permits. As a result, impacts concerning exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires would be less than significant.

Mitigation Measures: No mitigation measures are required.

[30] California Department of Forestry and Fire Protection, *FHSZ Viewer*, https://egis.fire.ca.gov/FHSZ/, accessed September 23, 2022.

4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
1) Result in substantial erosion or siltation on- or off-site?			✓	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
3) 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?			✓	
4) Impede or redirect flood flows?			✓	
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

The information presented in this analysis is based on the *Preliminary Hydrology Report and Hydraulics Report Tentative Tract Map 38128* (Hydrology Report), prepared by Stevenson, Porto and Pierce, Inc. (May 31, 2021); refer to Appendix G1, and the *Project Specific Water Quality Management Plan, Menifee 27, Tentative Tract Map 38128* (WQMP), prepared by SP2 & Co. (May 31, 2022), refer to Appendix G2.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. As part of Section 402 of the Clean Water Act, the EPA established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharge. In California, the State Water Resources Control Board (SWRCB) administers the General Construction Permit under the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCBs) to preserve, protect, enhance, and restore water quality. The City lies within the Santa Ana RWQCB.

Construction

Typical construction activities would require the use of gasoline- and diesel-powered heavy equipment, such as backhoes, water pumps, bulldozers, and air compressors. Chemicals such as gasoline, diesel fuel, lubricating oil,

hydraulic oil, lubricating grease, automatic transmission fluid, paints, solvents, glues, and other substances would also likely be used during construction. An accidental release of any of these substances could degrade surface water runoff quality and contribute additional sources of pollution to the existing drainage system. Therefore, small quantities of pollutants have the potential to enter the storm drainage system during project construction and degrade water quality. In general, construction-related impacts to water quality could occur in the following periods of activity:

- During the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; and

- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high.

Because development of the project would disturb more than one acre of soil, construction activities would be required to obtain coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities requirements (and all subsequent revisions and amendments). To demonstrate compliance with NPDES requirements, a Notice of Intent must be prepared and submitted to the SWRCB, providing notification and intent to comply with the Construction General Permit. The Construction General Permit also requires that non-stormwater discharges from construction sites be eliminated or reduced to the maximum extent practicable, a stormwater pollution prevention program (SWPPP) that governs construction activities for the project be developed, and routine inspections be performed of all stormwater pollution prevention measures and control practices being used at the site, including inspections before and after storm events. Permittees must verify compliance with permit requirements by monitoring their effluent, maintaining records, and filing periodic reports.

The SWPPP would include a site map showing the construction site perimeter, proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns. The SWPPP would identify the BMPs that would be used to protect stormwater runoff and the placement of those BMPs. The SWPPP would also identify a visual monitoring program, a chemical monitoring program for "nonvisible" pollutants to be implemented if there is a failure of BMPs. Upon completion of construction, a Notice of Termination would be submitted to the SWRCB to indicate that construction has been completed.

Pursuant to Municipal Code Section 15.01.015, *Reduction of Pollutants in Stormwater*, all construction work in the City is regulated by the State Water Resources Control Board in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, State Water Resources Control Board Order Number 2009-0009-DWQ.Thus, compliance with NPDES requirements would reduce short-term construction-related impacts to water quality to a less than significant level.

Operations

In compliance with Municipal Code Chapter 15.01, *Storm Water/Urban Runoff*, a project-specific Water Quality Management Plan (WQMP) was prepared to would implement post-construction BMPs that help infiltrate or treat stormwater runoff, control peak flow discharge, and reduce post-construction pollutant discharge into the City's stormwater conveyance systems; refer to Appendix G2. According to the project's preliminary WQMP, anticipated and potential pollutants would include the following: bacterial indicators, nutrients, pesticides, sediments, trash and debris, and oil and grease. Runoff from the project site ultimately drains to San Jacinto Reach 3 - Canyon Lake and Lake Elsinore.

According to the preliminary WQMP, an approximately 0.81-acre water quality basin would be constructed in the northeastern portion of the project site. All runoff from impervious areas would be directed to the water quality basin, which would provide volume storage and infiltration. Additional source control (i.e., structural) measures identified in the preliminary WQMP include the following: provide storm drain system stenciling and signage; identify on landscaping

plans to design for minimal irrigation, fertilizers, and pesticides, and avoiding roofing, gutter, and trim made of copper or other unprotected metals that may leach into runoff. Non-structural measures identified in the preliminary WQMP include the following: education of property owners and maintenance staff on stormwater BMPs; sweeping regularly to prevent litter from accumulating, and prohibiting discharge of cleaning agents or degreasers into the storm drain system. Compliance with project-specific BMPs identified in the project description and preliminary WQMP and adherence to applicable State requirements would ensure long-term water quality impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The proposed project would increase impervious surfaces at the project site compared to existing conditions. However, implementation of the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project impedes sustainable groundwater management of the basin. According to the Geotechnical Evaluation, groundwater was not encountered at the site during borings drilled up to 51 feet below ground surface; refer to Appendix D, *Geotechnical Evaluation*. Further, the project site is not currently used for groundwater extraction or groundwater recharge.

Eastern Municipal Water District (EMWD) would provide domestic water supply service to the project site. According to the EMWDs 2015 Urban Water Management Plan, local supplies such as recycled water, potable groundwater, and desalinated groundwater provide for half of EMWD's supply, while the other half is supplied by the Metropolitan Water District (MWD), which is imported into the EMWD service area. While local groundwater basins are currently in a state of overdraft, EMWD is contributing to the replenishment of local groundwater basins by providing recycled water in lieu of groundwater production for outdoor irrigation water use. EMWD is also party to agreements with other local agencies to limit groundwater extraction. As such, sufficient water supplies are available from EMWD to serve the proposed project, and that local groundwater basins would not be substantially depleted as a result of serving the project.

Thus, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Mitigation Measures: No mitigation measures are required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

1) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river. Project compliance with the General Construction Permit requirements and Municipal Code Chapter 15.01 would minimize erosion and water quality impacts during construction to less than significant levels; refer to Response 4.10(a).

Although the project would result increase impervious surfaces compared to existing conditions, long-term operation of the project would not have the potential to result in substantial erosion or siltation given the nature of proposed use and the urbanized project setting. The project site would not include any large areas of exposed soils that would be subject to runoff. Rather, any unpaved areas would be landscaped to minimize the potential for erosion or siltation on- or off-site. The proposed project would include operational BMPs in conformance with Municipal Code requirements in order to reduce long-term water quality impacts to less than significant levels; refer to Response 4.10(a). Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. There is no existing drainage system on-site and surface runoff currently drains into two on-site tributaries. The northern tributary drains towards Troy Lane where it eventually converges with the Romoland Channel and ultimately outlets into Canyon Lake. The southern tributary consists of an area less than one-acre in size at the southwest corner of the property. This tributary currently drains to the southeast corner and then follows Byers Road south where the flow is collected by the exiting storm drain system. This system confluences with the Sun City channels and eventually joins Canyon Lake. Development of residential housing development would result in an increase in impervious areas. As a result, the project would increase impervious surface areas compared to existing pre-project conditions.

According to the Hydrology Report, the project would include one drainage management area with a planned drainage system of which would collect on-site runoff and convey the flows to the northeast. The proposed drainage system includes catch basins inlets, storm drain lines, and a water quality detention basin. The detention basin would provide the required design capture volume (DCV) and increased stormwater runoff mitigation basins on the proposed developed land use, and impervious fractions. Upon development of the site, all on-site storm water would be captured in accordance with Santa Ana RWQCB Order Number R8-2010-0033, National Pollutant Discharge Elimination System Permit No. CAS618033, also known as the Municipal Separate Storm Sewer System or MS4 permit. Thus, as the proposed storm drain system would meet MS4 permit requirements, impacts concerning on- or off-site flooding would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) 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?

Less Than Significant Impact. As discussed in Response 4.10(c)(2), although the proposed project would involve an increase in impervious surfaces, the project's proposed storm drain system would ensure the project's peak flow rate does not exceed the MS4 requirements. Therefore, the proposed project is not anticipated to exceed the capacity of an existing or planned stormwater drainage system. As stated in Response 4.10(a), operations of the proposed project would be subject to compliance with NPDES requirements and Municipal Code Chapter 15.01 standards in order to reduce long-term water quality impacts to less than significant levels. Therefore, project implementation is not anticipated to 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. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

4) Impede or redirect flood flows?

Less Than Significant Impact. Refer to Responses 4.10(c)(2) and 4.10(d).

Mitigation Measures: No mitigation measures are required.

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

No Impact.

Flood Hazard

According to the Federal Emergency Management Agency's *National Flood Hazard Layer*, the project site is not located within a 100-year flood hazard area.[31] No impact would occur in this regard.

Tsunami

A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The project site is located over 30 miles inland from the Pacific Ocean, a sufficient distance so as to not be subject to tsunami impacts. No impact would occur in this regard.

Seiche

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The project site is not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans or prepare an alternative to a groundwater sustainability plan. The project site is located within San Jacinto Basin, which is ranked as a "high" priority basin.[32] Therefore, EMWD has prepared and implemented its West San Jacinto Groundwater Basin Management Plan. The Management Plan is intended to protect the vested interests of existing groundwater producers while providing a planning framework for new water supply projects for the benefit of groundwater producers and the public. The Management Plan goals include:

- Establishment of a Groundwater Basin Manager
- Monitoring of Groundwater Production
- Monitoring of Groundwater Level and Quality
- Development of Well Construction Policies
- Development of a Well Abandonment and Destruction Program

[31] Federal Emergency Management Agency, *FEMA Flood Map Service Center: National Flood Hazard Layer FIRMette*, Available at: https://msc.fema.gov/portal/search?AddressQuery=menifee#searchresultsanchor, accessed June 20, 2022.

[32] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp-dashboard/final/, accessed September 23, 2022.

- Monitoring of Well Construction, Abandonment, and Destruction
- Groundwater Quality Protection
- Exchange of Agricultural and Other Non-potable Groundwater Production to Municipal Use
- Maximize Yield Augmentation with Local Resources – Local Runoff and Reclaimed Water
- Maximize Conjunctive Use
- Groundwater Treatment

As discussed, the project would be required to comply with NPDES and Municipal Code requirements regarding protection of water quality and thus would not conflict with the Management Plan. Further, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge. As such, upon compliance with all applicable regulations, the proposed project is not anticipated to conflict with or obstruct implementation of the Management Plan.

As discussed, the project site is located within the Santa Ana RWQCB. The Santa Ana RWQCB manages surface waters through implementation of its *Water Quality Control Plan for the Santa Ana River Basin* (Basin Plan). Basin Plan Chapter 2, *Plans and Policies*, includes a number of water quality control plans and policies adopted by the SWRCB that apply to the Santa Ana RWQCB. Basin Plan Chapter 4, *Water Quality Objectives*, includes specific water quality objectives according to waterbody type (i.e., ocean waters, enclosed bays and estuaries, inland surface waters, and groundwaters. As concluded under Responses 4.10(a) and 4.10(b), the project would result in less than significant impacts to surface water quality and groundwater quality following conformance with applicable regulations. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.11 Land Use and Planning

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

a) Physically divide an established community?

No Impact. The factors that could physically divide a community are generally large, linear infrastructure projects including, but are not limited to construction of major highways or roadways; construction of storm channels; closing bridges or roadways; and construction of utility transmission lines.

The key factor with respect to this question is creating physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community. As indicated in Section 2.0, *Project Description*, the project site is currently vacant and is surrounded by a mixture of vacant land and existing and planned residential uses. The project does not propose to construct any major infrastructure or utilities that could physically divide an established community within the project site or the immediate vicinity. No changes to the connectivity of the surrounding area are proposed that would separate persons from other areas of the community. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. According to the General Plan, the project site's designated land use is 2.1-5 R. The purpose of the 2.1-5 R designation is to provide for single-family detached and attached residences with densities ranging from 2 to 5 dwelling units per acre. The site's zoning designation is LDR-2, which is intended for single-family detached and attached residences with a with a minimum parcel size of seven thousand and two-hundred (7,200) square feet. The proposed project is consistent with the existing land use and zoning designation for the site.

Further, the project's design would be reviewed and approved by the City during the development review process. This process would verify that the project's design is compatible with development in the surrounding vicinity and that it is consistent with applicable zoning regulations. As such, the project would result in less than significant impacts in this regard.

Mitigation Measures: No mitigation measures are required.

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4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
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) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. According to Exhibit OSC-3 of the General Plan Open Space and Conservation Element, the project site is located within an Urban Area and is not identified as containing mineral resources. As such, the project site is not considered a source for mineral resources, and project development would not result in the loss of availability of known mineral resources. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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?

No Impact. Refer to Response 4.12(a).

Mitigation Measures: No mitigation measures are required.

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4.13 Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
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?				✓

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10 dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA. Similarly, Community Noise Equivalent Level (CNEL) is a measure of 24-hour noise levels that incorporates a 5-dBA penalty for sounds occurring between 7:00 p.m. and 10:00 p.m. and a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

REGULATORY FRAMEWORK

State

The State Office of Planning and Research (OPR) Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The OPR Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. Table 4.13-1, *Land Use Compatibility for Community Noise Environments*, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

Table 4.13-1
Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial, Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

Notes: NA = Not Applicable; L_{dn} = Day/Night Average; CNEL = community noise equivalent level; dBA = A-weighted decibels

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable - New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable – New construction or development should generally not be undertaken.

Source: State of California Governor's Office of Planning and Research, *General Plan Guidelines*, July 2017.

Local

City of Menifee General Plan

The Noise Element of the General Plan includes goals and policies aimed at the control and abatement of environmental noise and protection of citizens from excessive exposure to noise. To protect City residents from excessive noise, the Noise Element contains the following goals related to the project:

Goal N-1: Noise-sensitive land uses are protected from excessive noise and vibration exposure.

Policy N-1.1: Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.

Policy N-1.2: Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.

Policy N-1.3: Require noise abatement measures to enforce compliance with any applicable regulatory mechanisms, including building codes and subdivision and zoning regulations, and ensure that the recommended mitigation measures are implemented.

Policy N-1.4: Regulate the control of nuisances, such as residential party noise and barking dogs, through the city's Municipal Code.

Policy N-1.7: Mitigate exterior and interior noises to the levels listed in the table below (Table 4.13-2, *Stationary Source Noise Standards*; refer to General Plan *Table N-1*, *Stationary Source Noise Standards*) to the extent feasible, for stationary sources adjacent to sensitive receptors:

Table 4.13-2
City of Menifee Stationary Noise Standards

Land Use (Residential)	Interior Standards	Exterior Standards
10:00 p.m. – 7:00 a.m.	40 L_{eq} (10-minute)	45 L_{eq} (10-minute)
7:00 a.m. – 10:00 p.m.	55 L_{eq} (10-minute)	65 L_{eq} (10-minute)

Source: City of Menifee, *City of Menifee General Plan*, *Table N-1, Stationary Source Noise Standards*, adopted 2013; City of Menifee, *City of Menifee Municipal Code*, *Section 9.210.060(D), Table 9.215.060-1, Stationary Source Noise Standards*, current through Ordinance 2020-295, passed April 15, 2020.

Policy N-1.9**:** Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures.

Policy N-1.13**:** Require new development to minimize vibration impacts to adjacent uses during demolition and construction.

Policy N-1.17: Prevent the construction of new noise-sensitive land uses within airport noise impact zones. New residential land uses within the 65 dB CNEL contours of any public-use or military airports, as defined by the Riverside County Airport Land Use Commission, shall be prohibited.

Policy N-1.20: Adhere to any applicable Riverside County Airport Land Use Commission Land Use Commission land use compatibility criteria, including density, intensity, and coverage standards.

Menifee Municipal Code

The City's noise regulation is contained within the *Menifee Municipal Code* (Municipal Code) and the *Comprehensive Development Code* (Development Code). The following sections of the Municipal Code and Development Code are applicable to the proposed project:

8.01.010 Hours Of Construction.

Any construction within the city located within one-fourth mile from an occupied residence shall be permitted Monday through Saturday, except nationally recognized holidays, 6:30 a.m. to 7:00 p.m. There shall be no construction permitted on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.

9.215.060 Noise Control Regulations

B. General Exemptions. Sound emanating from the following sources are exempt from the provisions of this chapter:

8. Property maintenance, including, but not limited to, the operation of lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of 7:00 a.m. and 8:00 p.m.

10. Heating and air conditioning equipment in proper repair.

C. Construction-Related Exemptions. Exceptions may be requested from the standards set forth in Section 9.215.060 of this chapter and may be characterized as construction-related, single event or continuous events exceptions.

1. Private construction projects, with or without a Building Permit, located one-quarter of a mile or more from an inhabited dwelling.

2. Private construction projects, with or without a building permit, located within one-quarter of a mile from an inhabited dwelling, shall be permitted Monday through Saturday, except nationally recognized holidays, 6:30 a.m. to 7:00 p.m., or specified in Section 8.01.010. There shall be no construction permitted on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.

3. Construction-related exceptions. If construction occurs during off hours or exceeds noise thresholds, an application for a construction-related exception shall be made using the temporary use application provided by the Community Development Director in Chapter 9.105 of this Title. For construction activities on Sunday or nationally recognized holidays, Section 8.01.010 of this Code shall prevail.

D. General Sound Level Standards. No person shall create any sound or allow the creation of any to exceed the sound level standards set forth in Table 9.215.060-1 (refer to Table 4.13-2, above).

9.215.070 Vibrations

All uses shall be so operated so as not to generate vibration discernible without instruments by the average person while on or beyond the lot upon which the source is located or within an adjoining enclosed space if more than one

establishment occupies a structure. Vibration caused by motor vehicles, trains and temporary construction is exempted from this standard.

Existing Condition

The project site is located in an urban area. Noise sources in the project area include the use of mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] units) and construction noise associated with development of the Cimarron Ridge Specific Plan to the north and west of the site. The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Sources

The majority of the existing mobile source noise in the project area is generated from vehicles traveling along Byers Road, Rouse Road, and Troy Lane.

Noise Measurements

In order to quantify existing ambient noise levels in the vicinity of the project site, two noise measurements were taken on June 15, 2022; refer to Exhibit 4.13-1, *Noise Measurement Locations*, and Table 4.13-3, *Noise Measurements*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Ten-minute measurements were taken between 9:30 a.m. and 10:30 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day.

Table 4.13-3
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Time
1	Southeast corner of intersection of the Byers Road and Troy Lane.	45.5	35.0	58.5	88.4	9:52 a.m.
2	End of the Cul-de-sac of the Mesa Edge Court, southwest corner of the 25554 Mesa Edge Court.	47.9	37.3	63.3	80.7	10:12 a.m.
Notes: dBA = A-weighted decibels, L_{eq} = Equivalent Sound Level; L_{min} = Minimum Sound Level; L_{max} = Maximum Sound Level, Peak = Highest Instantaneous Sound Level						
Source: Michael Baker International, June 15, 2022.						

Meteorological conditions were sunny, warm temperatures, with light wind speeds (0 to 5 miles per hour). Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. As shown in Table 4.13-3, the ambient recorded noise level in the project vicinity ranged between 45.5 dBA and 47.9 dBA. The results of the field measurements are included in Appendix H, *Noise Modeling*.

Noise Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places

where low interior noise levels are essential are also considered noise-sensitive land uses. The closest sensitive receptors to the project site are single-family residences located approximately 80 feet east of the project site.

Impact Analysis

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?

Less Than Significant Impact. It is difficult to specify noise levels that are generally acceptable to everyone; noise that is considered a nuisance to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels or based on studies of the ability of people to sleep, talk, or work under various noise conditions.

Construction

The project involves construction activities associated with grading, paving, building construction, and architectural coating applications. The project would be constructed over approximately 27 months and require approximately 15,800 cubic yards of soil export. Ground-borne noise and other types of construction-related noise impacts would typically occur during the initial earthwork phases. This phase of construction has the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in Table 4.13-4, *Maximum Noise Levels Generated by Typical Construction Equipment*. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4.13-4
Maximum Noise Levels Generated by Typical Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)	L_{max} at 80 Feet (dBA)
Backhoe	50	78	74
Compressor	40	78	74
Concrete Saw	20	90	86
Dozer	40	82	78
Dump Truck	40	76	72
Excavator	40	81	77
Flatbed Truck	40	74	70
Grader	40	85	81
Loader	40	79	75
Paver	50	77	73
Roller	20	80	76
Scraper	40	85	81
Tractor	40	84	80
Water Truck	40	80	76

Note:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, Roadway Construction Noise Model (*FHWA-HEP-05-054*), January 2006.

Noise levels depicted in Table 4.13-4 represent maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. The closest sensitive receptors to the project site are single-family residences located 80 feet east of the project site. At this distance, construction noise levels could range between approximately 78 dBA and 94 dBA; refer to Table 4.13-4. Although sensitive receptors may be exposed to increased noise levels during project construction, construction activities are exempt from the City's noise thresholds as it is a normal part in the urban life and the project would be required to comply with the City's allowable construction hours (Municipal Code Section 9.215.060[C][2]). Municipal Code Section 8.01.010, *Hours of Construction*, permits construction activities between 6:30 a.m. to 7:00 p.m. Monday through Saturday. Construction activities are not allowed on Sundays or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.

Operations

Mobile Noise

Future development generated by the proposed project would result in on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. As determined by the California Department of Transportation (Caltrans) in the *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (September 2013), a doubling in roadway traffic volumes is required to generate any noticeable increase in roadway noise levels.[33] Based on data provided by the *Traffic Study Scoping Agreement*, prepared by Michael Baker International, dated July 11, 2022, the project would generate approximately 972 average daily trips (ADT). The nearest roadway segment of the project vicinity currently experiences approximately 8,300 ADT along Goetz Road (South of Ethanac Road).[34] As such, the project's minimal trip generation (approximately 972 ADT) would not double existing traffic volumes along nearby roadways and an increase in traffic noise along local roadways would be imperceptible. Project-related traffic noise impacts would be less than significant.

Stationary Noise Impacts

Stationary noise sources associated with the proposed project would include mechanical equipment, slow-moving trucks, parking activities, and outdoor gathering area. These noise sources are typically intermittent and short in duration. Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.[35] All stationary noise activities would be required to comply with the City's Noise Ordinance and the California Building Code requirements pertaining to noise attenuation.

Mechanical Equipment

Heating Ventilation and Air Conditioning (HVAC) units typically generate noise levels of approximately 66 dBA L_{eq} at 3 feet from the source.[36] HVAC units could be included on the side of the proposed buildings. Parcels 40 and 41 represent the closest proposed buildings to sensitive receptors. Potential HVAC units of the parcels would be located as close as 80 feet from the nearest sensitive receptors to the east. At this distance, potential noise from HVAC units would be approximately 37 dBA and would not be audible above existing ambient noise levels; refer to Table 4.13-3. Additionally, properly functioning HVAC units are exempt from the City's Noise Ordinance pursuant to Municipal Code Section 9.215.060(B.10). Therefore, the nearest sensitive receptors would not be directly exposed to substantial noise from on-site mechanical equipment and impacts would be less than significant.

[33] California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.
[34] City of Menifee, *General Plan Environmental Impact Report*, December 18, 2013.
[35] Cyril M. Harris, *Noise Control in Buildings*, 1994.
[36] Berger, Elliott H., et al., *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

Slow-Moving Trucks

The project proposes a residential development that would necessitate occasional garbage and truck delivery operations. Typically, a medium 2-axle truck used to make deliveries can generate a maximum noise level of 79 dBA at a distance of 50 feet.[37] These are levels generated by a truck that is operated by an experienced "reasonable" driver with typically applied accelerations. Higher noise levels may be generated by the excessive application of power. Lower levels may be achieved but would not be considered representative of a normal truck operation. The proposed project is not anticipated to require a significant number of truck deliveries. Garbage and delivery trucks currently service the surrounding area, and thus would not introduce a new source of noise to the site vicinity. As such, impacts would be less than significant in this regard.

Parking Areas

Traffic associated with parking activities is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table 4.13-5, *Typical Noise Levels Generated by Parking Lots*.

Table 4.13-5
Typical Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	61 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	53 dBA L_{eq}
Source: Kariel, H. G., Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10, 1991.	

The project would provide 384 parking spaces as follows: two garage spaces and two driveway spaces per dwelling unit. As shown in Table 4.13-5, parking activities can result in noise levels up to 61 dBA at a distance of 50 feet. It is noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in Table 4.13-5. The proposed project would have intermittent parking activities noise due to the movement of vehicles. The nearest sensitive receptors would be located approximately 195 feet from parking areas associated with dwelling units on the eastern portion of the project site. There would be residential building located in between the parking areas and sensitive receptors which would block the line of the sight. At this distance, noise levels from parking activities would range from 41 to 49 dBA. Additionally, an approximate 8-foot-high masonry wall would separate the proposed project site and the nearest sensitive receptors, which would result in a noise level reduction of at least 10 dBA.[38] Therefore, parking activities noise would be reduced to approximately 31 to 39 dBA at the nearest sensitive receptors. As such, parking lot noise levels would not exceed the City's exterior daytime (i.e., 65 dBA) noise standards for residential uses. Further, parking activity noise currently exists within the adjacent residential neighborhoods and would not represent a new source of noise. Impacts would be less than significant in this regard.

[37] Elliot H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

[38] National Cooperative Highway Research Program (NCHRP), Synthesis *of Highway Practice 87, Highway Noise Barriers*, December 1981, http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_syn_87.pdf, accessed August 23, 2022.

Outdoor Gathering Area

The proposed project includes a neighborhood park in the western portion of the project site and an open space area in the northeastern portion of the site. The open space has the potential to be accessed by groups of people intermittently for gathering, etc. Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking.[39] This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members.[40] Therefore, crowd noise would be approximately 62 dBA at one meter from the source (i.e., the outdoor gathering areas).

The nearest sensitive receptors would be the residential uses to the east of the project site, located approximately 80 feet from the outdoor gathering area. Therefore, crowd noise at the nearest sensitive receptor would be 33 dBA, which would not exceed the City's noise standards for residential uses (i.e., 65 dBA for daytime and 45 dBA for nighttime) and would be lower than existing ambient noise levels near the site; refer to Table 4.13-3. Additionally, noise generated at the outdoor gathering area would be shielded by the 8-foot-high concrete masonry wall, which would further attenuate noise levels from use of the outdoor gathering areas. As such, project noise associated with outdoor gathering area would not introduce an intrusive noise source over the existing condition. Thus, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The California Department of Transportation (Caltrans) *Transportation and Construction Vibration Manual* identifies various vibration damage criteria for different building classes. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. For most commercial and industrial structures that are engineered concrete and masonry buildings, the FTA architectural damage criterion for continuous vibrations is 0.3 in/sec. For most residential structures that are non-engineered timber and masonry buildings, the FTA architectural damage criterion for continuous vibrations is 0.2 in/sec. As the nearest structure i a residential building located approximately 80 feet to the east of project construction activities, the architectural damage criterion for continuous vibrations at modern industrial/commercial buildings of 0.2 inch-per-second peak particle velocity (PPV) is utilized. Typical vibration produced by construction equipment is illustrated in Table 4.13-6, *Typical Vibration Levels for Construction Equipment*.

[39] M.J. Hayne, et al, *Prediction of Crowd Noise*, Acoustics, November 2006.
[40] Ibid.

Table 4.13-6
Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inch/sec)	Approximate peak particle velocity at 80 feet (inch/sec)[1]
Large bulldozer	0.089	0.0.0155
Loaded trucks	0.076	0.0133
Jackhammer	0.035	0.0061
Small bulldozer	0.003	0.0005

Notes:
1. Calculated using the following formula:
$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*
D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual, Table 7-4 Vibration Source Levels for Construction Equipment*, September 2018.

The nearest structure is the single-family residential structure located 80 feet from the east of the project site. As indicated in Table 4.13-6, vibration velocities from typical heavy construction equipment used during project construction would range from 0.0005 to 0.0155 in/sec PPV at 80 feet from the source of activity, which would not exceed the FTA's 0.2 in/sec PPV threshold. Additionally, the project would not utilize heavy-duty construction equipment with noticeable vibration levels (e.g., vibratory rollers, pile drivers, etc.) near off-site uses or nearby structures. As such, the impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The nearest airport to the project site is the Perris Valley Airport located approximately 1.78 miles to the north. Though the project site is located within two miles of the airport, the project is not located within the Perris Valley Airport noise contours.[41] Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels associated with aircraft. As such, the impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[41] County of Riverside, *Riverside County Airport Land Use Compatibility Plan, Perris Valley Airport*, July 2010.

TTM 38128 PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Michael Baker INTERNATIONAL

0 250 500 Feet

Source: ESRI, Nearmap, Riverside County

Noise Measurement Locations

Exhibit 4.13-1

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4.14 Population and Housing

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

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The project would construct 96 single-family residences, which would be permitted under LDR-2 zoning designation for the project site.

The proposed project is not anticipated to induce substantial unplanned population growth in the area, either directly or indirectly. Based on the City's average household size of 2.93, the project would introduce up to 282 new residents.[42] Given the nature of the proposed use, the residential housing development would not generate new permanent jobs, and thus, would not result in indirect population growth from potential employees relocating to the City. Therefore, potential population growth associated with the project would represent only a 0.26 percent increase over the City's estimated 2022 population of 106,627 persons.[43] As such, although nominal, the project would induce population growth in a local context.

Potential population growth impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. The Southern California Association of Governments (SCAG) growth forecasts estimate the City's population to reach 129,800 persons by 2045, representing a total increase of 40,200 persons between 2016 and 2045.[44] SCAG's regional growth projections are based upon long-range development assumptions (i.e., General Plans) of the relevant jurisdiction. The project's anticipated resident population (282 persons) would represent 0.22 percent of the 2045 population anticipated for the City.

Although the project would result in direct population growth, the proposed project would not induce substantial unplanned population growth exceeding existing local conditions (0.26 percent increase) and/or regional populations projections (0.22 percent of the total projected 2040 population of the City). Additionally, buildout of the project site under the LDR-2 zoning was already contemplated in the General Plan and regional growth forecasts. As a result, the project would result in less than significant impacts to unplanned population growth.

[42] California Department of Finance Demographic Research Unit, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2022*, Sacramento, California, May 2022.

[43] Ibid.

[44] Southern California Association of Governments, *Current Context: Demographics and Growth Forecast Technical Report*, September 3, 2020.

Mitigation Measures: No mitigation measures are required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is currently vacant. There are no existing residences on-site. As such, project implementation would not displace existing people or housing. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	

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

1) Fire protection?

Less Than Significant Impact. The City contracts with the County Fire Department / CAL FIRE. The nearest fire station to the project site is Riverside County Fire Station 7 located at 28349 Bradley Road, approximately two miles southeast of the project site.

Construction

Construction activities associated with the proposed project would create a temporarily increased demand for fire protection services at the project site. All construction activities would be subject to compliance with all applicable State and local regulations in place to reduce risk of construction-related fire, such as installation of temporary construction fencing to restrict site access and maintenance of a clean construction site. As a result, project construction would not result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times, or other Riverside County Fire Department performance standards. A less than significant impact would occur in this regard.

Operation

The proposed project would create an increased demand for fire protection services. However, the project would not induce significant population growth and this increase would not result in the need for new or physically altered fire protection facilities; refer to Section 4.14, *Population and Housing*. The proposed project would be required to comply with Riverside County Fire Department requirements for emergency access, fire flow, fire protection standards, fire lanes, and other site design/building standards. The proposed project would be required to comply with Riverside County Fire Department requirements for emergency access, turn radii, fire flow, fire protection standards, fire lanes,

and other site design/building standards. The project would be subject to Municipal Code Chapter 8.20, Fire Code, which adopts by reference the 2022 edition of the California Fire Code. The California Fire Code which includes site access requirements and fire safety precautions. The City would also collect a one-time development impact fee in accordance with Municipal Code Chapter 8.02, which is imposed on all new development to help pay its fair share of costs in upgrading County fire facilities, as needed. Payment of these fees would help fund the acquisition, design, and construction of new fire facilities and would minimize the project's operational impacts to fire protection services to the greatest extent practicable. Collection of development impact fees and compliance with all Riverside County Fire Department and Municipal Code provisions would ensure operational impacts concerning fire protection services are less than significant.

Mitigation Measures: No mitigation measures are required.

2) Police protection?

Less Than Significant Impact. The Menifee Police Department (MPD) provides police protection services to the City. The MPD headquarters is located approximately 3.5 miles southeast of the project site 29714 Haun Road Unit-A.

Construction

Construction activities associated with the proposed project would create a temporarily increased demand for police protection services at the project site. However, all construction activities would be subject to compliance with Municipal Chapter 8.04, Building Regulations. Specifically, Municipal Code 8.04.010 adopts by reference the 2022 California Building Code (CBC). Chapter 33, *Safeguards During Construction*, of the CBC includes emergency access requirements which would minimize site safety hazards and potential construction-related impacts to police services. As a result, project construction would not result in the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times, or other MPD performance standards. A less than significant impact would occur in this regard.

Operations

Project operations would increase demands for police protection services above existing conditions. However, this increase would not require the construction of any new or physically altered MPD facilities. Project implementation would be subject to compliance with applicable local regulations to reduce impacts to police protection services, such as SGMC Chapter 8.04. Specifically, Municipal Code 8.04.010 adopts by reference the 2022 CBC, which includes emergency access requirements which would minimize site safety hazards and potential operational impacts to police services. In addition, the City would collect a one-time development impact fee in accordance with SGMC Section 154.003, *Police Facility Impact Fees*, which would offset the project's fair share of costs to fund future acquisitions, design, construction, and financing of new police facilities. The City would also collect a one-time development impact fee in accordance with Municipal Code Chapter 8.02, which is imposed on all new development to help pay its fair share of costs in upgrading MPD facilities, as needed. Payment of these fees would help fund the acquisition, design, and construction of new MPD facilities and would minimize the project's operational impacts to police protection services to the greatest extent practicable. Collection of development impact fees and compliance with all Municipal Code provisions would ensure operational impacts concerning police protection services are less than significant.

Mitigation Measures: No mitigation measures are required.

3) Schools?

Less Than Significant Impact. The project site is located within the boundaries of the Romoland School District (preschool through grade 8) and the Perris Union High School District (serving grades 9 through 12). The nearest schools are:

- Ridgemoor Elementary School (25455 Ridgemoor Rd, Sun City, CA 92586), located 2.05 miles south of the project;
- Railway Elementary School (555 Alpine Dr, Perris, CA 92570), located 2.08 miles north of the project;
- Hans Middle School (27625 Sherman Rd, Menifee, CA 92585), located 1.94 miles southeast of the project;
- Pinacate Middle School (1990 S A St, Perris, CA 92570), located 2.5 miles north of the project; and,
- Perris Lake High School (418 W Ellis Ave, Perris, CA 92570), located 3.1 miles north of the project.

As indicated in Section 4.14, the project includes the development of 96 single family units, which could generate additional students within the project area. Although the project would result in an increased demand for Romoland and Perris Union High School District services, the project would be required to comply with Senate Bill (SB) 50 requirements, which allow school districts to collect impact fees from developers of new residential projects. According to Section 65996 of the California Government Code, payment of statutory fees is considered full mitigation for new development projects. Thus, upon payment of required fees by the project applicant consistent with existing State requirements, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Parks?

Less Than Significant Impact. The City Community Services Department currently operates and maintains 35 parks within the City. In general, parks located west of I-215 (15 total) are operated and maintained by the City, and parks located east of I-215 (20 total) are operated and maintained by the Valley-Wide Recreation and Park District. The project would contain a 1.25-acre park to be maintained for through homeowner's association fees and is not anticipated to result in substantial unplanned population growth in the City; refer to Section 4.14. In addition, the City would collect a one-time development impact fee in accordance with Municipal Code Chapter 8.02, which is imposed on all new development to help pay its fair share of costs in maintaining and upgrading park facilities, as needed. Payment of these fees would help fund the acquisition, design, and construction of new park and recreation facilities and would minimize the project's operational impacts to parks and recreation facilities to the greatest extent practicable. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

Less Than Significant Impact. Other public facilities that could potentially be impacted by the proposed project include library services. The nearest library to the project site, Sun City Library, is operated by the Riverside County Library System. It is located at 26982 Cherry Hills Blvd, Sun City, CA 92586, located 1.8 miles southeast of the project site. The Menifee Library, located at 28798 La Piedra Road, is approximately 5.0 miles southeast of the project site. The project's nominal population increase is not anticipated to result in a significant impact on library services. Nonetheless, the City would collect a one-time development impact fee in accordance with Municipal Code Chapter 8.02, so that the project would pay its fair share of costs in maintaining and upgrading library facilities, as needed. Payment of these fees would help fund the acquisition, design, and construction of new library facilities and would minimize the project's operational impacts to library facilities to the greatest extent practicable. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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4.16 Recreation

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. Refer to Response 4.15(a)(4).

Mitigation Measures: No mitigation measures are required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. Refer to Response 4.15(a)(4).

Mitigation Measures: No mitigation measures are required.

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4.17 Transportation

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		✓		
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 uses (e.g., farm equipment)?		✓		
d. Result in inadequate emergency access?		✓		

This section is primarily based upon the following technical reports:

- *Tract 38128 at Byers Lane Traffic Study,* prepared by Michael Baker International, dated November 22, 2022, and;
- *Tract 38128 at Byers Lane VMT Assessment,* prepared by Michael Baker International, dated September 28, 2022.

Refer to Appendix I1, *Traffic Impact Analysis*, and Appendix I2, *VMT Assessment*.

a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact With Mitigation Incorporated. This section discusses the project's potential impacts to the circulation system, including transit system, bicycle system, and pedestrian facilities.

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law, which initiated a process to change transportation impact analyses completed in support of CEQA documentation. SB 743 eliminates level of service (LOS) as a basis for determining significant transportation impacts under CEQA and provides a new performance metric, vehicle miles travelled (VMT). A VMT-based analysis is thus provided below, in Response 4.17(b). However, the City's *Engineering Department LOS Traffic Study Guidelines* (LOS Guidelines), dated October 2020, identifies LOS as the basis for determining significant transportation impacts within the City and the General Plan has established a minimum acceptable performance standard of LOS D for designated intersections (Circulation Element Policy C-1.2). Thus, the following analysis evaluates the project's potential to conflict with adopted LOS performance standards near the project site. The following analysis scenarios are evaluated in this section:

- Existing Year 2022 Condition
- Existing Year 2022 With Project Condition
- Opening Year 2026 Cumulative Without Project Condition
- Opening Year 2026 Cumulative With Project Condition

STUDY AREA

The following study intersections were examined as part of the Traffic Impact Analysis:

1. Ethanac Road and Byers Road
2. McLaughlin Road and Byers Road
3. Street G (Driveway #1) and Byers Road
4. Street F (Driveway #2) and Byers Road
5. Rouse Road and Murrieta Road
6. Chambers Avenue and Murietta Road

The following study segments were examined as part of the Traffic Impact Analysis:

A. Byers Lane North of "Street G"

B. Byers Lane South of "Street F"

These six (6) intersections and two (2) segments have been identified in coordination with City staff as locations where traffic operations could potentially be impacted by the proposed project. It should be noted that Intersection Nos. 3 and 4 do not exist without the project and were not analyzed under the existing condition. Intersection No. 2 is the intersection of two dirt roadways where traffic counts showed zero volume during the AM and PM peak periods. Appendix I1 Exhibit 2-4 shows the existing study intersection lane geometry.

Traffic counts were collected on Wednesday August 17th, 2022. Intersection counts were collected from 7:00 a.m. to 9:00 p.m. and from 4:00 p.m. to 6:00 p.m. The counts used in this analysis represent the peak hour of each period. The count locations were selected in coordination with City staff. Appendix I1 Table 4-1 shows the existing Average Daily Traffic (ADT) volumes and Appendix I1 Exhibit 4-2 shows the existing peak hour intersection volumes.

LOS METHODOLOGY

LOS is commonly used as a qualitative description of intersection operation and is based on the type of traffic control and experienced delay at the intersection. The *Highway Capacity Manual* (HCM) 6th Edition published by the Transportation Research Board in 2016 was utilized in this analysis to determine the operating LOS at each of the study intersections. LOS can range from LOS A (free-flow conditions) to LOS F (severely congested conditions). Delay in seconds per vehicle (sec/veh) passing through the intersection is the primary measure of effectiveness for signalized, stop-controlled, and roundabout intersections.

The corresponding average stopped delay range experienced per vehicle per LOS is shown in Table 4.17-1, *HCM Intersection Level of Service Criteria*.

Table 4.17-1
HCM Intersection Level of Service Criteria

Level of Service	Signalized Intersection Average Delay (seconds/vehicle)	Two-Way Stop-Controlled, All-Way Stop-Controlled, and Roundabout Control Delay (seconds/vehicle)
A	x < 10	x < 10
B	10 < x < 20	10 < x < 15
C	20 < x < 35	15 < x < 25
D	35 < x < 55	25 < x < 35
E	55 < x < 80	35 < x < 50
F	80 < x	50 < x

Notes: If the volume-to-capacity ratio (v/c) > 1.0, LOS = F.

Source: Michael Baker International, *Tract 38128 at Byers Lane Traffic Study*, November 22, 2022; refer to Appendix I1.

LOS is reported for the average stopped delay per vehicle for the overall intersection (all movements) for signalized intersections, all-way stop-controlled, and roundabout intersections. For one-way or two-way stop-controlled intersections, LOS is reported for the worst stop-controlled approach. LOS and delay for the intersection analysis was conducted with *Synchro/SimTraffic* (version 11) software. HCM 6th Edition results were reported.

PERFORMANCE CRITERIA

The City's LOS Guidelines identify two minimum operating conditions. The minimum acceptable condition is LOS D for locations in the City. LOS E is identified as acceptable only in capacity constrained locations near I-215. For the purpose of this evaluation, LOS D is the minimum acceptable condition given the project location. Per the City's LOS Guidelines, a project would result in adverse effects:

1. "If the pre-project condition at an intersection or roadway segment is at or better than the minimum acceptable LOS (LOS D, or LOS E at constrained locations near I-215) and the addition of project trips results in unacceptable LOS (LOS E or LOS F)."

2. "If the pre-project condition is LOS E or F and the project adds 50 or more peak hour trips to the intersection or roadway segment. This type of impact would be considered a "cumulative" project impact in which the project would be required to contribute a fair share payment toward reducing the impact."

EXISTING CONDITIONS

Existing Intersections Level of Service

Table 4.17-2, *Existing Year 2022 Intersection Analysis Results*, presents existing intersection LOS conditions during a typical weekday. As shown, all intersections are presently operating at a satisfactory LOS during the weekday AM and PM peak hour.

Table 4.17-2
Existing Year 2022 Intersection Analysis Results

ID	Intersection	Control Type	Existing Year 2022			
			AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
1	Ethanac Rd & Byers Rd	OWSC	C	18.7	B	12.3
2	McLaughlin Rd & Byers Rd	--	*Intersection Does Not Exist Under This Condition*			
3	Street G & Byers Rd	--	*Intersection Does Not Exist Under This Condition*			
4	Street F & Byers Rd	--	*Intersection Does Not Exist Under This Condition*			
5	Rouse Rd & Murrieta Rd	TWSC	B	12.9	B	13.5
6	Chambers Ave & Murrieta Rd	AWSC	B	11.2	B	11.8

Notes:
1) LOS = Level of Service
2) OWSC = One-Way Stop-Controlled; TWSC = Two-Way Stop-Controlled; AWSC = All-Way Stop-Controlled
3) Overall LOS provided for all-way stop intersection. Worst approach LOS provided for one-way and two-way stop-controlled intersections.
4) Delay shown in seconds per vehicle.

Source: Michael Baker International, *Tract 38128 at Byers Lane Traffic Study*, November 22, 2022; refer to Appendix I1.

Existing Segment Level of Service

Table 4.17-2, *Existing Year 2022 Segment Analysis Results*, presents existing segment LOS conditions during a typical weekday. Per the City's LOS Guidelines capacity values, both study segments operate under LOS D capacity.

Table 4.17-3
Existing Year 2022 Segment Analysis Results

ID	Segment	Existing Year 2022 ADT	LOD D Capacity[1]	LOD D or Better?
A	Byers Lane North of "Street G"	65	11,700	Yes
B	Byers Lane South of "Street F"	65	11,700	Yes

Notes: 1) Capacity of two-lane Collector roadway from City of Menifee LOS Traffic Study Guidelines, Attachment B

Source: Michael Baker International, *Tract 38128 at Byers Lane Traffic Study*, November 22, 2022; refer to Appendix I1.

Project Trip Generation and Distribution

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) was used to forecast vehicle trips generated by the proposed project. Appendix I1 Table 5-1 shows the trip generation rate for Single-Family Detached Housing land use (ITE Code 210). Table 4.17-4, *Trip Generation* summarizes the vehicular trips forecast to be generated by the project. As shown, the project is anticipated to generate approximately 972 daily trips with 72 AM Peak Hour trips and 96 PM Peak Hour trips. The project is assumed to be constructed in one phase.

Table 4.17-4
Trip Generation

Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
				Volume	In	Out	Volume	In	Out
Single-Family Detached	210	96 DU	972	72	19	53	96	60	36

Notes: DU = dwelling units

Source: Michael Baker International, *Tract 38128 at Byers Lane Traffic Study*, November 22, 2022; refer to Appendix I1.

The regional distribution trends identified in the Traffic Impact Analysis are as follows:

- 60% to the south via Murrieta Road
- 25% to the east via Ethanac Road and Chambers Avenue
- 15% to the west via Ethanac Road and Chambers Avenue

Appendix I1 Exhibit 5-1 shows the project trip distribution at each of the study intersections and Appendix I1 Exhibit 5-2 shows the project intersection trips. Refer to Appendix I1 for detailed volume development worksheets.

EXISTING YEAR 2022 WITH PROJECT CONDITION

Intersection Analysis

As shown in Table 4.17-5, *Existing Year 2022 with Project Intersection Analysis Results*, all intersections would operate at acceptable LOS C or better during the AM and PM Peak Hours under existing (2022) with project conditions. Since each intersection is projected to operate better than the LOS E threshold, no adverse effects on operations are projected. Impacts would be less than significant in this regard.

Table 4.17-5
Existing Year 2022 with Project Intersection Analysis Results

ID	Intersection	Control Type	Existing Year 2022				Existing Year 2022 with Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Ethanac Rd & Byers Rd	OWSC	C	18.7	B	12.3	C	17.6	B	14.4
2	McLaughlin Rd & Byers Rd	--	*Intersection Does Not Exist Under This Condition*				A	9.1	A	9.1
3	Street G & Byers Rd	--	*Intersection Does Not Exist Under This Condition*				A	8.5	A	8.6
4	Street F & Byers Rd	--	*Intersection Does Not Exist Under This Condition*				A	8.5	A	8.6
5	Rouse Rd & Murrieta Rd	TWSC	B	12.9	B	13.5	B	11.4	B	12.1
6	Chambers Ave & Murrieta Rd	AWSC	B	11.2	B	11.8	B	12.1	B	12.1

Notes:
1) **BOLDED TEXT** = Adverse Effect
2) LOS = Level of Service
3) OWSC = One-Way Stop-Controlled; TWSC = Two-Way Stop-Controlled; AWSC = All-Way Stop-Controlled
4) Overall LOS provided for all-way stop intersection. Worst approach LOS provided for one-way and two-way stop-controlled intersections.
5) Delay shown in seconds per vehicle.

Adverse Effect when pre-project is LOS E/F and more than 50 AM or PM peak hour project trips are added to the intersection.

Source: Michael Baker International, *Tract 38128 at Byers Lane Traffic Study*, November 22, 2022; refer to Appendix I1.

Segment Analysis

As shown in Table 4.17-6, *Existing Year 2022 with Project Segment Analysis Results*, all segments would operate at acceptable LOS of D or better under existing (2022) with project conditions. Since each segment is projected to operate better than the LOS D threshold, no adverse effects on operations are projected. Impacts would be less than significant in this regard.

Table 4.17-6
Existing Year 2022 with Project Segment Analysis Results

ID	Segment	Existing with Project ADT[1]	LOD D Capacity[2]	LOD D or Better?
A	Byers Lane North of "Street G"	310	11,700	Yes
B	Byers Lane South of "Street F"	790	11,700	Yes

Notes:
1) ADT rounded to the nearest 10
2) Capacity of two-lane Collector roadway from City of Menifee LOS Traffic Study Guidelines, Attachment B

Source: Michael Baker International, *Tract 38128 at Byers Lane Traffic Study*, November 22, 2022; refer to Appendix I1.

OPENING YEAR 2026 CUMULATIVE WITHOUT PROJECT CONDITION

The Opening Year 2026 traffic volumes are developed by adding cumulative project trips and increasing the existing traffic volumes by a 2 percent linear growth rate. The growth rate used for the traffic forecasting was coordinated with the City. Appendix I1 Table 7-1 shows the Opening Year 2026 Average Daily Traffic (ADT) volumes and Appendix I1 Exhibit 7-1 shows the Opening Year 2026 peak hour intersection volumes. These volumes are Without Project conditions.

Intersection Analysis

As shown in Table 4.17-7, *Opening Year 2026 Intersection Analysis Results*, all intersections would operate at acceptable LOS C or better during the AM and PM Peak Hours under opening year (2026) without project conditions except for the following:

- Intersection No. 1: Ethanac Road and Byers Road; and
- Intersection No. 6: Chambers Avenue and Murrieta Road.

As depicted, Intersection No. 1 and No. 6 are projected to operate at unacceptable LOS F during the AM Peak Hour and LOS E and F, respectively, during the PM Peak Hour.

Table 4.17-7
Opening Year 2026 Intersection Analysis Results

ID	Intersection	Control Type	Opening Year 2026			
			AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
1	Ethanac Rd & Byers Rd	OWSC	**F**	**95.7**	**E**	**44.6**
2	McLaughlin Rd & Byers Rd	--	A	0.0	A	0
3	Street G & Byers Rd	--	*Intersection Does Not Exist Under This Condition*			
4	Street F & Byers Rd	--	*Intersection Does Not Exist Under This Condition*			
5	Rouse Rd & Murrieta Rd	TWSC	C	21.7	D	30.0
6	Chambers Ave & Murrieta Rd	AWSC	**F**	**107.3**	**F**	**86.8**

Notes:
1) LOS E or LOS F in bold font where applicable.
2) LOS = Level of Service
3) OWSC = One-Way Stop-Controlled; TWSC = Two-Way Stop-Controlled; AWSC = All-Way Stop-Controlled
4) Overall LOS provided for all-way stop intersection. Worst approach LOS provided for one-way and two-way stop-controlled intersections.
5) Delay shown in seconds per vehicle.

Source: Michael Baker International, *Tract 38128 at Byers Lane Traffic Study*, November 22, 2022; refer to Appendix I1.

Segment Analysis

As shown in Table 4.17-8, *Opening Year 2026 Segment Analysis Results*, all segments would operate at acceptable LOS of D or better under opening year (2026) without project conditions. Since each segment is projected to operate better than the LOS D threshold, no adverse effects on operations are projected. Impacts would be less than significant in this regard.

Table 4.17-8
Opening Year 2026 Segment Analysis Results

ID	Segment	Existing with Project ADT[1]	LOD D Capacity[2]	LOD D or Better?
A	Byers Lane North of "Street G"	80	11,700	Yes
B	Byers Lane South of "Street F"	80	11,700	Yes

Notes:
1) ADT rounded to the nearest 10
2) Capacity of two-lane Collector roadway from City of Menifee LOS Traffic Study Guidelines, Attachment B

Source: Michael Baker International, *Tract 38128 at Byers Lane Traffic Study*, November 22, 2022; refer to Appendix I1.

OPENING YEAR 2026 CUMULATIVE WITH PROJECT CONDITION

The Opening Year 2026 With Project traffic volumes are developed by adding the estimated project trips to the Opening Year volumes. Appendix I1 Table 8-1 shows the Opening Year 2026 With Project ADT volumes and Appendix I1 Exhibit 8-1 shows the Opening Year 2026 With Project peak hour intersection volumes.

Intersection Analysis

As shown in Table 4.17-9, *Opening Year 2026 Cumulative with Project Intersection Analysis Results*, all intersections would operate at acceptable LOS C or better during the AM and PM Peak Hours under opening year (2026) with project conditions except for the following:

- Intersection No. 1: Ethanac Road and Byers Road; and
- Intersection No. 6: Chambers Avenue and Murrieta Road.

Table 4.17-9
Opening Year 2026 Cumulative with Project Intersection Analysis Results

ID	Intersection	Control Type	Opening Year 2026				Opening Year 2026 with Project				Project Trips Added		Adverse Effect?	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	AM	PM	AM	PM
1	Ethanac Rd & Byers Rd	OWSC	**F**	**95.7**	**E**	**44.6**	**F**	**100.5**	**F**	**91.1**	**18**	**24**	**No**	**No**
2	McLaughlin Rd & Byers Rd	--	A	0.0	A	0.0	A	9.4	A	9.6	--	--	No	No
3	Street G & Byers Rd	--	*Intersection Does Not Exist Under This Condition*				A	8.5	A	8.6	--	--	No	No
4	Street F & Byers Rd	--	*Intersection Does Not Exist Under This Condition*				A	8.5	A	8.6	--	--	No	No
5	Rouse Rd & Murrieta Rd	TWSC	C	21.7	D	30.0	C	17.1	C	21.9	--	--	No	No
6	Chambers Ave & Murrieta Rd	AWSC	**F**	**107.3**	**F**	**86.8**	**F**	**128.0**	**F**	**102.4**	**54**	**72**	**Yes**	**Yes**

Notes:
1) LOS = Level of Service
2) LOS E or LOS F in bold font where applicable.
3) OWSC = One-Way Stop-Controlled; TWSC = Two-Way Stop-Controlled; AWSC = All-Way Stop-Controlled
4) Overall LOS provided for all-way stop intersections. Worst approach LOS provided for one-way and two-way stop-controlled intersections.
5) Delay shown in seconds per vehicle.
6) Adverse Effect when pre-project is LOS E/F and more than 50 AM or PM peak hour project trips are added to the intersection.
7) Adverse Effect shown highlighted in yellow.

Source: Michael Baker International, *Tract 38128 at Byers Lane Traffic Study, November 22, 2022*; refer to Appendix I1.

As indicated in Table 4.17-9, Intersection No. 1 and No. 6 are projected to operate at unacceptable LOS F during the AM Peak Hour PM Peak Hour. According to City's TIA Guidelines an improvement should be identified if the following exists:

> *"If the pre-project condition is LOS E or F and the project adds 50 or more peak hour trips to the intersection or roadway segment. This type of impact would be considered a "cumulative" project impact in which the project would be required to contribute a fair share payment toward reducing the impact."*

The project is forecast to add 18 AM trips and 24 PM trips at the intersection of Ethanac Road and Byers Road (Intersection No. 1). At the intersection of Chambers Avenue and Murrieta Avenue (Intersection No. 6), the project is forecast to add 54 AM trips and 72 PM trips. Therefore, Intersection No. 1 does not qualify as a cumulative adverse project effect. Given the added project trips and the intersection analysis, a cumulative adverse project effect is projected at Intersection #6 during the Opening Year 2026 with Project.

A potential improvement at this location would be the installation of a traffic signal to address the below LOS standard condition (Mitigation Measure TRA-1, which requires a fair share contribution of 7.07 percent of the estimated cost of the traffic signal). As shown in Table 4.17-10, *Improvement Condition LOS*, Intersection No. 6 is projected to operate at acceptable LOS A during both peak hours with implementation of Mitigation Measure TRA-1; therefore, the cumulative adverse project effect at Chambers Avenue and Murrieta Road (Intersection No. 6) is expected to be addressed by traffic signal installation. Impacts would be less than significant with mitigation in this regard.

Table 4.17-10
Improvement Conditions LOS

ID	Intersection	Control Type	Without Improvement				With Improvement			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
6	Chambers Ave & Murrieta Rd	AWSC	**F**	**107.3**	**F**	**86.8**	A	8.3	A	6.6

Notes:
1) LOS = Level of Service
2) LOS E or LOS F in bold font where applicable.
3) OWSC = One-Way Stop-Controlled; TWSC = Two-Way Stop-Controlled; AWSC = All-Way Stop-Controlled
4) Overall LOS provided for all-way stop intersections. Worst approach LOS provided for one-way and two-way stop-controlled intersections.
5) Delay shown in seconds per vehicle.

Source: Michael Baker International, *Tract 38128 at Byers Lane Traffic Study, November 22, 2022*; refer to Appendix I1.

As elaborated in Appendix I1, three additional transportation improvements would be required to address project-related traffic impacts to Byers Road and Rouse Road (Mitigation Measures TRA-2 and TRA-3). Byers Road is currently an unpaved two-lane roadway. Pursuant to Municipal Code Section 7.65.030 (B), the project would be required improve Byers Road as a two-lane collector along the site frontage. In addition, the project would be required to construct the portion of Byers Road to the south and its connection at Rouse Road to facilitate the safe and efficient movement of site traffic along the desired travel path (Mitigation Measures TRA-2 and TRA-3). With implementation of the transportation improvements, impacts would be less than significant with mitigation.

TRANSIT FACILITIES

Riverside Transit Authority (RTA) provides transit service in the area including fixed-route bus service and Dial-a-Ride service. Dial-A-Ride service is provided for locations within three quarters of a mile of an RTA local route, meaning service is provided in the project area. RTA provides three types of Dial-A-Ride service: ADA Priority for the disabled and their Personal Care Attendant, Senior/Disabled regular service to those over 65 and disabled, and "Plus Lifeline Service," although trips are restricted to life sustaining services.

The current bus route map showing the fixed route services is shown in Appendix I1 Exhibit 4-1, along with the Project location added to the exhibit. Service offered through the Study Area is provided by Route 74 (Green) seven (7) days a week, spanning between the Perris Station Transit Center, Sun City, downtown Menifee, and downtown Hemet. The

route runs from about 5 AM to 8 PM on weekdays and 6 AM to 8 PM on weekends, with about 20-minute headways between six major stop locations along its route. Its closest bus stop (travelling either direction) is located at Chambers Avenue and Murrieta Road. Although not in the Study Area, Route 61 (Yellow) also travels north and south, from Perris to the downtowns of Sun City, Murrieta, and Temecula. Its nearest bus stop is located at McCall Boulevard and Murrieta Road.

The project would not induce significant population growth and is consistent with the anticipated land use for the project site; refer to Section 4.14, *Population and Housing*. As a result, it is anticipated that existing transit service in the project area would be able to adequately accommodate the increase in project-generated transit trips. Thus, project impacts on existing and future transit services in the project area are expected to be less than significant.

BICYCLE AND PEDESTRIAN FACILITIES

One bicycle lane corridor currently exists within the project area, a Class 2 Bike Lane located along the westbound lanes of Ethanac Road, between Goetz Road and Barnett Road. The eastbound lanes have no bicycle facility. The closest bike infrastructure to the project site is a set of full Class 2 Bike Lanes on Murrieta Road between McCall Boulevard and Park City Avenue. On all other roadways, bicyclists generally utilize a shoulder adjacent to motor vehicle traffic.

Due to Byers Road not being fully constructed yet, Intersections No. 1 through No. 4 currently lack crosswalks, and the roadway in between has no sidewalk. Intersection No. 5 at Rouse Road and Murrieta Road, as well as Intersection No. 6 at Chambers Avenue and Murrieta Road, also lack crosswalks. Rouse Road and Murrieta Road both have sidewalks.

The project would not induce significant population growth and is consistent with the anticipated land use for the project site; refer to Section 4.14. As a result, it is anticipated that existing bicycle and pedestrian facilities in the project area would be able to adequately accommodate the increase in project-generated transit trips. In addition, the project proposes an 8-foot-wide sidewalk and 7-foot-wide bike lane along the project's frontage at Byers Road. Thus, project impacts on existing and future bicycle and pedestrian facilities in the project area are expected to be less than significant.

Mitigation Measures:

TRA-1 **Intersection No. 6 (Chambers Avenue and Murrieta Road)**. Prior to ground disturbing activities, the City of Menifee Traffic Engineer shall verify that the project applicant has contributed a onetime fair-share contribution of $21,210 or 7.07 percent of the estimated cost of a traffic signal at the intersection of Chambers Avenue and Murrieta Road (Intersection No. 6).

TRA-2 **Byers Road (Southern Project Boundary to Rouse Road).** Prior to ground disturbing activities, the City of Menifee Traffic Engineer shall verify that project plans indicate that Byers Road would be developed as a two-lane collector from the project's southern boundary to Rouse Road.

TRA-3 **Byers Road and Rouse Road Intersection.** Prior to ground disturbing activities, the City of Menifee City Engineer shall verify that project plans indicate the construction of an intersection at Byers Road and Rouse Road. The design of the intersection shall consider future connection to the west by other developments.

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

Less Than Significant Impact. As discussed, SB 743 eliminates LOS as a basis for determining significant transportation impacts under CEQA and provides a new performance metric, VMT. As a result, the State is shifting

from measuring a project's impact to drivers (LOS) to measuring the impact of driving (VMT) as it relates to achieving State goals of reducing greenhouse gas (GHG) emissions, encouraging infill development, and improving public health through active transportation.

Based on the *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Travelled* (VMT Guidelines), land use projects that meet at least one screening threshold criteria based on size, location, proximity to transit or trip-making potential may be presumed to have a less than significant transportation impact under CEQA and do not require a full detailed VMT analysis. Specifically, the City's VMT Guidelines state that:

> *"Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if there is a reasonably expectation that the project will generate VMT per service population that is similar to the existing land uses in the low VMT area."*

As concluded in Appendix I2, a review of the Western Riverside Council of Governments (WRCOG) screening tool determined that the project site is located in a low VMT-generating area. According to the screening tool, the regional County VMT per Service Population baseline is 33.6, and the Project Traffic Analysis Zone (TAZ) VMT is 4.6, which is 86.3 percent below the regional baseline.

A supplemental VMT review was conducted using the WRCOG Calculator Tool for Small Projects to confirm the WRCOG screening tool analysis results. This spreadsheet tool can be used to assist with the VMT estimation using data from the regional travel demand model without conducting a full model run. The results of the spreadsheet tool shows that the Project VMT is anticipated to be 23.1 VMT per Service Population compared to the threshold of 28.56, which is 15 percent below the existing baseline of 33.6 VMT per Service Population.

Therefore, the project would have a less than significant VMT impacts based on the Low VMT Area screening criterion.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact with Mitigation Incorporated.

Construction

The project has the potential to result in safety hazards during the short-term construction process. Partial and full lane closures may be required for a limited period of time during materials delivery and water connection, respectively. During periods when partial or full lane closures are required, the applicant would be required to implement a temporary Traffic Management Plan (TMP) to minimize congestion and safety impacts during the construction process; refer to Mitigation Measure TRA-4. The TMP would include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and use of construction flagperson(s) to direct traffic during heavy equipment use, among others. The TMP would provide congestion relief during short-term construction activities and ensure safe travel. Thus, with implementation of Mitigation Measure TRA-4, construction-related impacts in this regard would be less than significant.

Operations

Appendix I1 includes a site distance evaluation to determine the minimum intersection sight distance requirements at each of the project intersections; refer to Appendix I1 Table 9-1 and Exhibit 2-3. Intersection sight distance methodology utilizes sight triangles to show areas that should be clear of obstructions that might block a driver's view of potentially

conflicting vehicles. As elaborated in Appendix I1 Table 9-2, all project intersections would provide adequate site distance with the exception of Street "C" and Street "F." At the intersection of Street "C" and Street "F", the available 200-foot left turn sight distance does not comply with the required 330 feet for corner sight distance. In coordination with City staff, the project's site plan was revised to include dual cul-de-sacs between lots 18 and 19 as seen in Exhibit 3. Under the current site plan with dual cul-de-sacs, the City has provided initial approval of the restrictive condition sight distance at the intersection of Street "C" and Street "F". To ensure adequate emergency vehicle access from the cul-de-sacs, Mitigation Measure TRA-5 would require five feet "No Parking" restrictions on each side of the emergency vehicle access driveways. If there is less than 25 feet between the emergency vehicle access driveway and a residential driveway for the nearby lots, "No Parking" restrictions would continue all the way to the next driveway. Impacts would be less than significant in this regard. "

Mitigation Measures:

TRA-4 **Traffic Management Plan**. Prior to issuance of grading permits, the project applicant shall prepare a Traffic Management Plan (TMP) for approval by the City of Menifee Traffic Engineer. The TMP shall include measures to minimize potential safety impacts during the short-term construction process if partial or full lane closures are required. The TMP shall specify that one direction of travel in each direction on adjacent roadways (i.e., Byers Road and Troy Lane) must always be maintained during project construction activities. If full lane closures are required and one direction of travel in each direction cannot be maintained, the TMP shall identify planned detours. The TMP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and use of construction flagperson(s) to direct traffic during heavy equipment use. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

TRA-5 **No Parking Restrictions for Emergency Vehicle Access**. Prior to issuance of grading permits, the City of Menifee Traffic Engineer shall verify that project plans identify a minimum of five feet of red "No Parking" curb on each side of the emergency vehicle driveway from the dual cul-de-sacs between lots 18 and 19 to prohibit parking near to the driveway pan. If there is less than 25 feet between the emergency vehicle access driveway and a residential driveway for the nearby lots, the red "No Parking" curb shall continue to the next residential driveway.

d) Result in inadequate emergency access?

Less Than Significant Impact with Mitigation Incorporated. As stated, the project site would have two entry points from Byers Road, one emergency vehicle access easement off of Valley Boulevard, and one gated utility access easement to connect sewer, water, and storm drain facilities within the Cimarron Ridge Specific Plan planning area immediately north of the project site (once developed). Access and circulation improvements would be designed and constructed consistent with City design and engineering standards. Further, should partial or full lane closures be required as part of project construction activities, implementation of a TMP would minimize congestion and ensure safe travel, including emergency access in the project vicinity; refer to Mitigation Measure TRA-4. To ensure adequate emergency vehicle access from the dual cul-de-sacs between lots 18 and 19, Mitigation Measure TRA-5 would require five feet "No Parking" restrictions on each side of the emergency vehicle access driveways. If there is less than 25 feet between the emergency vehicle access driveway and a residential driveway for the nearby lots, "No Parking" restrictions would continue to the next driveway. Impacts would be less than significant with mitigation in this regard.

Mitigation Measures: Refer to Mitigation Measure TRA-4 and TRA-5.

4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			✓	
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			✓	

As of July 1, 2015, California AB 52 was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources (CRHR) or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this Initial Study.

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

1) 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)?

Less Than Significant Impact. As detailed in Response 4.5(a), no historic resources listed or eligible for listing in a State or local register of historical resources are located on the project site. Therefore, no impacts related to historic tribal cultural resources defined in Public Resources Code Section 5020.1(k) would occur.

Mitigation Measures: No mitigation measures are required.

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact. In compliance with AB 52, the City distributed letters notifying Native American Tribes that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the proposed project. The Agua Caliente Band of Cahuilla Indians, Pechanga Band of Indians, Soboba Band of Luiseño Indians, and Rincon Band of Luiseño Indians were notified. Per AB 52, tribal governments have 30 days to respond to the City's request for consultation.

The Pechanga Band of Indians tribal representative requested consultation on June 15, 2022 and the City consulted with the tribe on July 14, 2022. The Pechanga Band of Indians indicated that the project site is located within the tribal Traditional Use Area and that the project site is considered sensitive for resources. To avoid impacting or destroying tribal cultural resources that may be inadvertently unearthed during the project's ground disturbing activities, the project would adhere to the City's Standard Conditions of Approval (see Standard Conditions). Specifically, SC-CUL-4 would ensure inadvertent discoveries of Native American cultural resource are preserved-in-place, reburied on-site, or a combination of the two in consultation with the tribes. With implementation of the City's Standard Conditions of Approval, impacts would be less than significant.

***Standard Conditions and Requirements*:** Refer to SC-CUL-1 through SC-CUL-8 in Section 4.5, *Cultural Resources*.

Mitigation Measures: No mitigation measures are required.

4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, or 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) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact.

Water

The proposed development would be served by EMWD for water supply services. Private residential, irrigation, and fire lines would be constructed on-site to connect to existing water facilities in Byers Road. Payment of standard water connection fees and ongoing user fees would ensure that the project's impacts on existing water facilities are adequately offset. The proposed project is consistent with land uses anticipated for the area and would not induce substantial unplanned population growth; refer to Section 4.11, *Land Use and Planning*, and Section 4.14, *Population and Housing*. Thus, it is not anticipated that project implementation would require construction of new or expanded water facilities. Less than significant impacts would occur in this regard.

Wastewater

The EMWD owns and operates five regional water reclamation facilities including the Perris Valley Regional Water Reclamation Facility (RWRF), which would provide wastewater collection and treatment services for the proposed development. On-site sewer laterals would connect to existing sewer facilities in Beyers Road. Compliance with the required sewer connections and wastewater discharge rate would be verified prior to issuance of building permits by the City of Menifee Public Works Department.

Further, the project would be required to pay the standard connection fees, ongoing user fees, as well as a Sewer Facility Charge (i.e., a one-time charge imposed on all new construction or expanded structures within the EMWD service area). Payment of these fees would fund improvements and upgrades to surrounding sewer lines as needed, and would offset the project's increase in demand for wastewater collection services. Following compliance with relevant laws, ordinances, and regulations, it is not anticipated that project implementation would require construction of new or expanded wastewater facilities that would result in a significant environmental effect. Impacts would be less than significant in this regard.

Stormwater

According to the Hydrology Report, the project would include one drainage management area with a planned drainage system of which would collect on-site runoff and convey the flows to the northeast. The proposed drainage system includes catch basins inlets, storm drain lines, and a water quality detention basin. The detention basin would provide the required design capture volume (DCV) and increased stormwater runoff mitigation basins on the proposed developed land use, and impervious fractions. Open drainage channels and underground storm drains larger than 36 inches diameter are operated and maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD); smaller underground storm drains are operated and maintained by the City of Menifee Public Works Department. It is anticipated the proposed basin would adequately provide drainage treatments, detention, and conveyance in accordance with City of Menifee and RCFCWCD requirements. Construction of the new storm drain improvements would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations. Impacts in this regard would be less than significant.

Dry Utilities

The project site would be served by SCE for electricity services and SoCalGas for natural gas services. The project would involve constructing new private on-site dry utility lines associated with such services. Payment of standard utility connection fees and ongoing user fees would ensure impacts to these utility services are adequately offset. The project's potential environmental impacts for construction in this regard are analyzed throughout this Initial Study. Construction of the project's dry utilities would also be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations. As such, project impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant Impact. Water supplies for the project site would be provided by EMWD. EMWD is a public water agency formed in 1950 and annexed into the service area of the Metropolitan Water District of Southern California (MWD) in 1951. It is currently one of MWD's 26 member agencies and presently operates its water supply system under a system permit issued by the California Department of Public Health. Presently, EMWD has four sources of water supply: 1) potable groundwater; 2) desalinated groundwater; 3) recycled water; and 4) imported water from MWD. According to EMWD's 2020 Urban Water Management Plan (2020 UWMP), imported water accounts for approximately 50% of the total water supply, while local potable groundwater, desalted water, and recycled water accounted for the rest.[45]

According to the 2020 UWMP, EMWD would be capable of providing adequate water supply to its service area under a normal supply and demand scenario, single dry-year supply and demand scenario, and multiple dry-year supply and demand scenarios through 2045. The 2020 UWMP water supply predictions is based on existing General Plan designations and accounts for increased demand as growth within the City occurs. Based on the General Plan, the

[45] Water Systems Consulting, Inc., *Eastern Municipal Water District 2020 Urban Water Management Plan*, July 1, 2021.

project site is designated 2.1-5 R. The purpose of the 2.1-5 R designation is to provide for single-family detached and attached residences with densities ranging from 2 to 5 dwelling units per acre. As concluded in Section 4.11, the proposed single-family residential development is consistent with the allowed used under the 2.1-5 R designation. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact. EMWD owns and operates five regional water reclamation facilities including the Perris Valley RWRF, which would provide wastewater collection and treatment services for the proposed development. On-site sewer laterals would connect to existing sewer facilities in the adjacent roadways. The RWRF currently has a current capacity of 22 million gallons per day (mgd) with a planned capacity of 100 mgd.[46] As the project is consistent with the land use designation for the area, payment of standard sewer connection fees and ongoing user fees would ensure that sufficient capacity is available. As such, the project's potential impacts on wastewater treatment provider would be fully mitigated via payment of fees and EMWD's service commitment. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact. Waste Management provides solid waste service to the City, including the project site, and is the primary disposal location for Waste Management Services. In 2019 (the most recent reporting year available), a total of 62,210 tons of solid waste were disposed in five permitted landfills serving the City.[47] Among the five sites serving the City, Badlands Sanitary Landfill, El Sobrante Landfill, and Lamb Canyon Sanitary Landfill admitted the majority of City's waste.

Construction

Project construction activities are not anticipated to generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. Further, construction activities would be subject to conformance with relevant Federal, State, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible. AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The project would also be required to demonstrate compliance with the 2022 Green Building Code, which includes design and construction measures that act to reduce construction-related waste through material conservation and other construction-related efficiency measures. Compliance with these regulations would ensure the project's construction-related solid waste impacts would be less than significant.

[46] EMWD, *Perris Valley Regional Water Reclamation Facility*, January 2021.

[47] California Department of Resources Recycling and Recovery, *Jurisdiction Disposal by Facility With Reported Alternative Daily Cover (ADC) and Alternative Intermediate Cover (AIC)*, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed September 27, 2022.

Operation

Based on CalRecycle's waste generation rates for single family residential development (12.23 pounds of waste per household per day), project operations are expected to generate approximately 0.89 tons per day, or approximately 324.85 tons per year.[48] This represents less than one percent of any landfill's maximum daily permitted throughput capacity identified in Table 4.19-1, *Landfills Serving the City*. As such, the project is not anticipated to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts in this regard would be less than significant.

Table 4.19-1
Landfills Serving the City

Landfill/Location	Amount Disposed by City in 2019 (tons/day)	Maximum Daily Throughput (tons per day)	Remaining Capacity (cubic yards)	Anticipated Closure Date
Badlands Sanitary Landfill 31125 Ironwood Avenue Moreno Valley, CA 92555	52.65	4,800	7,800,000	1/1/2026
El Sobrante Landfill 10910 Dawson Canyon Road Corona, CA 91719	115.66	16,054	143,977,170	1/1/2051
Lamb Canyon Sanitary Landfill 16411 State Hwy 79 Beaumont, CA 92223	4.57	5,000	19,242,950	4/1/2032

Sources:
1. California Department of Resources Recycling and Recovery, *Jurisdiction Disposal by Facility With Reported Alternative Daily Cover (ADC) and Alternative Intermediate Cover (AIC)*, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed September 27, 2022.
2. California Department of Resources Recycling and Recovery, *SWIS Facility/Site Search*, https://www2.calrecycle.ca.gov/SolidWaste/Site/Search, accessed September 27, 2022.

Mitigation Measures: No mitigation measures are required.

e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Refer to Response 4.19(d) above. The proposed project would be required to comply with all applicable Federal, State, and local statutes and regulations related to solid waste, including AB 939 and the City's solid waste reduction programs. Specifically, the project would be subject to AB 939, which requires that at least 50 percent of waste produced be recycled, reduced, or composted. As such, less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[48] California Department of Resources Recycling and Recovery, *Estimated Solid Waste Generation Rates*, https://www2.calrecycle.ca.gov/wastecharacterization/general/rates, accessed September 27, 2022.

4.20 Wildfire

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			✓	
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			✓	
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			✓	
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			✓	

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone Map Viewer, the project site is designated as a "High" fire hazard severity zone in the State Responsibility Area.[49] In 2008, the California Building Standards Commission adopted California Building Code Chapter 7A requiring new buildings in high fire hazard severity zones to use ignition-resistant construction methods and materials. The code includes provisions to improve the ignition resistance of buildings, especially from firebrands. Therefore, development of the proposed project would be subject to compliance with the California Building Code and the California Fire Code (Part 9 of Title 24 of the California Code of Regulations). Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, creating, and maintaining defensible space and managing hazardous vegetation and fuels. As detailed in Section 2.3, *Project Characteristics*, the project would incorporate an emergency vehicle access easement off of Valley Boulevard. To further minimize operational impacts to emergency access, all on-site roadways would be designed in compliance with Riverside County Fire Department standards prior to issuance of building permits. As a result, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?

Less than Significant Impact. The project site is generally flat and does not support areas of steep slopes. As described in Response 20(a) above, the proposed project would be subject to compliance with the California Building Code and the California Fire Code's specific requirements for wildland-urban interface areas. As discussed in Section 4.10, *Hydrology and Water Quality*, long-term operation of the project would not have the potential to result in substantial erosion or siltation given the nature of proposed use. The project site would not include any large areas of

[49] California Department of Forestry and Fire Protection, *FHSZ Viewer*, https://egis.fire.ca.gov/FHSZ/, accessed September 23, 2022.

exposed soils that would be subject to runoff or wind scour. Rather, any unpaved areas would be landscaped to minimize the potential for erosion or siltation on- or off-site. The proposed project would include operational BMPs in conformance with Municipal Code requirements in order to reduce long-term water quality impacts to less than significant levels; refer to Response 4.10(a). Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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?

Less than Significant Impact. The project site is situated within close proximity to existing electric power, natural gas, and telecommunications facilities. The proposed residential uses on-site would not include any features that would have the potential to exacerbate fire risk or result in temporary or ongoing impacts to the environment. The project would provide access to adjoining uses and suitable access for emergency vehicles. Emergency access to the site would be maintained during construction. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less than Significant Impact. The project site is relatively flat with no major changes in elevations and the site is not located within a 100-year flood hazard area.[50] In addition, according to the Geotechnical Evaluation, there is no evidence of ancient landslides or slope instabilities at the project site. The project site and the surrounding properties are flat and not prone to slope instability hazards, such as landslides. Therefore, the project would not expose people or structures to risks involving flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. A less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

[50] Federal Emergency Management Agency, *FEMA Flood Map Service Center: National Flood Hazard Layer FIRMette*, https://msc.fema.gov/portal/search?AddressQuery=menifee#searchresultsanchor, accessed June 20, 2022.

4.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓		
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

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

Less Than Significant Impact With Mitigation Incorporated. As concluded in Section 4.4, *Biological Resources*, the project site is disturbed and is located within an urbanized area of the City. To reduce impacts to special status wildlife, the project would implement Mitigation Measure BIO-1, which requires a pre-construction survey for nesting birds including northern harrier, white-tailed kite, California horned lark, and loggerhead shrike. Mitigation Measure BIO-2 would require a pre-construction survey for burrowing owl within 30 days prior to ground disturbing activities, to verify the presence or absence of the species. With implementation of these Mitigation Measures biological impacts would be reduced to a less than significant level.

As indicated in Section 4.5, *Cultural Resources* and Section 4.18, *Tribal Cultural Resources*, no archaeological or tribal cultural resources occur on-site. Should previously undiscovered cultural or tribal cultural resources be uncovered during project ground-disturbing activities, implementation of Standard Conditions of Approval SC-CUL-1 through SC-CUL-8 would reduce the project's potential effects to less than significant levels.

As analyzed, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California prehistory.

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

Less Than Significant Impact with Mitigation Incorporated. A significant impact may occur if a proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. As concluded in Section 4.1 through Section 4.20, the proposed project would not result in any significant impacts in any environmental categories with implementation of the City's Standard Conditions of Approval as well as project mitigation measures. Implementation of Standard Conditions of Approval and mitigation measures at the project-level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects. Impacts would be less than significant with mitigation incorporated in this regard.

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

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed project's potential impacts related to aesthetics, air quality, noise, hazards and hazardous materials, transportation, and other issues. As concluded in these previous discussions, the proposed project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, following conformance with the existing regulatory framework and implementation of Standard Conditions of Approval and project mitigation measures. Impacts would be less than significant with mitigation incorporated in this regard.

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