DRAFT

Initial Study and Mitigated Negative Declaration

McCall Boulevard Road Widening

City of Menifee, California

Lead Agency:

City of Menifee
29844 Haun Road
Menifee, California 92586

Prepared by:

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

215 North 5th Street
Redlands, California 92374

January 2024

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DRAFT MITIGATED NEGATIVE DECLARATION

Lead Agency: City of Menifee
29844 Haun Road
Menifee, CA 92586

Project Proponent: City of Menifee
29844 Haun Road
Menifee, CA 92586

Project Location: A 0.75-mile linear segment of McCall Boulevard between Oak Hurst Avenue and Menifee Road.

Project Description: The Project includes the widening of McCall Boulevard from Oak Hurst Avenue to Menifee Road (approximately 0.75 mile) with a new eastbound and westbound traffic lane and widening the two-lane segment of McCall Boulevard to four lanes. The Project would install traffic signals, street lighting, sidewalks, curb and gutter, ADA ramps, and a retaining wall. Some existing utilities would need to be relocated as part of the widening. Financing for the design and right-of-way acquisition would come from local funds.

Public Review Period: February 4th, 2024 to March 5th, 2024

Standard Conditions of Approval:

COA-CUL-1: Human Remains. If human remains are encountered, State Health and Safety Code § 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 § 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 PRC § 5097.98.

COA-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).

COA-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).

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

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

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

d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan 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.

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

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

resources, recommendations of the Project 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.

COA-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.

COA-CUL-5: Archeologist Retained. Prior to issuance of a grading permit the City 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 Assembly Bill (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 § 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.

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.

COA-CUL-6: Prior to Final Occupancy 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).

COA-BIO-1: Preconstruction Surveys for Burrowing Owl. Due to the presence of suitable habitat, including potential burrows, four focused burrowing owl surveys shall be conducted on the Project Site and within a 500-foot buffer during the burrowing owl breeding season (March 1 through August 31) in accordance with the Western Riverside County MSHCP Burrowing Owl Survey Instructions (County of Riverside 2006). If survey results are negative (i.e., no occupied burrows or live burrowing owls are detected) and ground-disturbing Project activities are scheduled to begin within 30 days of the final survey, then no additional preconstruction survey or biological monitoring requirements will be necessary. If survey results are positive (i.e., presence of occupied burrows with sign present [such as whitewash, feathers, pellets, bones of prey items] or live owls) and impacts to the species are unavoidable, then additional mitigation measures will need to be implemented to offset impacts to burrowing owl. These measures shall be developed in accordance with the CDFW Staff Report on Burrowing Owl Mitigation (2012) and may include seasonal work restrictions, establishing a non-disturbance buffer around each burrow location, biological monitoring, or passive relocation. If Project ground-disturbing activities are scheduled to occur more than 30 days following the final focused burrowing owl survey, then preconstruction surveys for burrowing owl shall take place no more than 30 days prior to the start of ground-disturbing activities, regardless of whether Project activities are scheduled to occur during the burrowing owl breeding season or not. The surveys shall be performed in accordance with the Western Riverside MSHCP Burrowing Owl Survey Instructions (County of Riverside 2006) and the CDFG Staff Report on Burrowing Owl Mitigation (CDFG 2012). If preconstruction survey results are negative, no further action is required for protection of burrowing owls. If preconstruction survey results are positive and impacts to burrowing owls are unavoidable, then additional mitigation measures will need to be implemented consistent with those described for positive focused surveys above.

COA-BIO-2: Stephens' Kangaroo Rat Mitigation Fee. All applicants for development permits within the Stephens' kangaroo rat fee assessment area are required to pay a mitigation fee prior to issuance of a grading permit for impacts to covered species and habitat. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663.

COA-BIO-3: Preconstruction Survey for Nesting Birds. Wherever feasible, any ground-disturbing activities shall be conducted during the nonbreeding season for birds (approximately September 1 through January 31) in order to avoid violations of the MBTA and California Fish and Game Code §§ 3503, 3503.5 and 3513. If activities with the potential to disrupt nesting birds are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist who is

experienced in the identification of avian species and conducting nesting bird surveys no more than three days prior to the start of construction activities. The nesting bird survey shall include the Project Site and adjacent areas where Project activities have the potential to cause nest failure. If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, avoidance or minimization measures shall be undertaken to avoid potential Project-related impacts. Measures may include establishment of a non- disturbance buffer until nesting has been completed as determined through periodic nest monitoring by the biologist. The size of the non-disturbance buffer will be determined by the Project biologist. Typically, this is 300 feet from the nest site in all directions (500 feet is typically recommended by CDFW for raptors) until the juveniles have fledged and there has been no evidence of a second attempt at nesting.

COA-GEO-1: The City (or its contractor) shall implement the *Conclusions* and *Recommendations* as listed in the final site-specific geotechnical report (*Preliminary Geotechnical Investigation Report McCall Boulevard Widening Project (CIP 22-03),* Aragón Geotechnical, Inc. 2022) and Final Geotechnical Plan reviews including Slope-Specific Stability Analysis for all ground disturbing activities associated with the Project.

COA-GEO-2: Unanticipated Discovery – Paleontological Resource. If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the City and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g., fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

COA-HAZ-1: Prior to any lane closures, the City of Menifee (or its contractor) shall prepare a Traffic Control Plan to ensure proper access to residences and businesses by emergency vehicles during construction and to maintain traffic flow.

COA-HYD-1: Prior to issuance of any grading permit for the project that will result in soil disturbance of one or more acres of land, the City shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

COA-HYD-2: The City (or its contractor) shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), if necessary. The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The City shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the Project Site and be available for review on request.

COA-TCR-1: 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.

COA-TCR-2: 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 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.

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Biological Resources

MM-BIO-1: Coastal California Gnatcatcher. The MSHCP does not have specific survey requirements for this species. However, within seven days of commencement of construction, a biologist specializing in the identification of coastal California gnatcatcher shall survey the Project Site and a 500-foot buffer to determine if this species is present and/or nesting if construction is planned during the breeding season (typically February 1 through August 31). If nesting behavior indicative of an active nest is detected within the Project Site, the location shall be avoided until the nest becomes inactive. A biologist will establish an appropriate no-work buffer until the nest becomes inactive. Routine monitoring of the nest shall occur to verify that disturbance to the nest is not occurring.

MM-BIO-2: Black-tailed Jackrabbit and Desert Woodrat. If construction activities are planned in areas with coastal sage scrub habitat, then a biologist will conduct a pre-activity survey to document presence/evidence of black-tailed jackrabbit or woodrat middens. If potential jackrabbit dens are encountered the biologist will determine if there are multiple entries and collaborate with and monitor equipment operators to ensure that they slowly excavate or grade soil so that the animal(s) has(have) a chance to flee the den, and the work area. If middens are encountered the biologist will explain how to carefully deconstruct the midden with hand tools or equipment. The biologist will monitor workers

during deconstruction of the midden to allow for the animal(s) to flee the midden, and work area. The biologist will indicate that deconstruction of a midden should occur carefully and start from the top portion to the lowest portion of the structure, working in thirds of the overall volume of material to the extent possible.

MM-BIO-3: Rare Plant Surveys. Prior to construction and at the appropriate time of year, focused rare plant surveys shall occur in all portions of the Project Site that could support rare plants. Surveys must occur during the typical blooming period for all species with the potential to occur within the Project Site as well as those pertaining to the Narrow Endemic Plant Species Survey Area (NEPSSA). More than one survey may be necessary to meet this requirement, because blooming periods vary for many plant species. Surveys methods must include 100-percent survey coverage, which can be attained by walking transects spaced appropriately, and no more than 10 meters apart.

Noise

MM-NOI-1: The Project improvement and Project plans will include the following requirements for construction activities:

- Construction contracts must specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices.
- A sign, legible at a distance of 50 feet, shall be posted at the Project construction site providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign shall indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator will be identified to address construction noise concerns received. The coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the disturbance coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (starting too early, malfunctioning muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the City. All signs posted at the construction site shall include the contact name and the telephone number for the noise disturbance coordinator.
- As applicable, all equipment shall be shut off when not in use.
- Equipment staging shall be located in areas that create the greatest distance between construction-related noise/vibration sources and sensitive receptors surrounding the Project Site.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors nearest the Project Site.

- Jackhammers, pneumatic equipment, and all other portable stationary noise sources will be directed away from residential receptors. Either one-inch plywood or sound blankets can be utilized for this purpose. They should reach up from the ground and block the line of sight between equipment and the nearest off-site residences. The shielding should be without holes and cracks.
- Per Section 8.01.080 of the City's Code of Ordinances, construction shall be limited between the hours of 6:30 a.m. to 7:00 p.m. Monday through Saturday. No construction is permitted on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.

Tribal Cultural Resources

MM-TCR-1: Environmentally Sensitive Areas (ESA) Fencing. Prior to the start of ground-disturbing activities, all features associated with P-33-012536 shall be preserved in place and fenced off with construction fencing and identified as ESAs to ensure Project personnel do not disturb the features. The installation of the ESA fencing shall be monitored by the project archeologist and Tribal Monitors. Specific requirements pertaining to the avoidance buffer, style, materials, access, maintenance, and other requirements shall be provided within the CRMP.

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TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF APPENDICES

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AB	Assembly Bill
ADA	Americans with Disabilities Act
AMSL	feet above mean sea level
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
BAAQMD	Bay Area Air Quality Management District
BMPs	Best Management Practices
BUOW	Burrowing Owl
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resource Board
CBC	California Building Code
CCAA	California Clean Air Act
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geologic Survey
CH_4	Methane
CNEL	Community noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	carbon dioxide equivalents

Term	Definition
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CRPR	California Rare Plant Rank
dBA	A-Weighted Decibel
DOC	California Department of Conservation
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FTA	Federal Transit Administration
GHG	Greenhouse Gas
HMMH	Harris Miller Miller & Hanson Inc.
kWh	kilowatt-hours
LHMP	Local Hazard Mitigation Plan
LOS	Level of Service
LRA	Local Responsibility Area
LSTs	Localized Significance Thresholds
LUST	Leaking Underground Storage Tanks
MBTA	Migratory Bird Treaty Act
MRZs	Mineral Resource Zones
MSHCP	Multiple Species Habitat Conservation Plan
MTCO2e	Metric Tons of Carbon Dioxide Equivalent
MND	Mitigated Negative Declaration
ND	Negative Declaration
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NEPSSA	Narrow Endemic Plant Species Survey Area
NIOSH	National Institute for Occupational Safety and Health
NOI	Notice of Intent
NO_x	Nitric Oxide
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O_3	Ozone

Term	Definition
OPR	State Office of Planning and Research
PM	Particulate Matter
PM_{10}	Particulate matter with a diameter of 10 microns or less
$PM_{2.5}$	Particulate matter with a diameter of 2.5 microns or less
Ppm	Parts Per Million
PPV	Peak Particle Velocity
RCEM	Roadway Construction Emissions Model
RCPG	Regional Comprehensive Plan and Guide
ROG	Reactive Organic Gasses
ROW	Right of Way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCS	Sustainable Communities Strategy
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SIP	State Implementation Program
SMARA	Surface Mining and Reclamation Act of 1975
SO_2	Sulfur Dioxide
SoCAB	South Coast Air Basin
SR	State Route
SRA	Source Receptor Area
SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
TCRs	Tribal Cultural Resources
UBC	Uniform Building Code
USACE	Unites States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
WDID	Waste Discharge Identification
WEAL	Western Electro-Acoustic Laboratory, Inc.
WSC	Western Science Center
ybp	Years Before Present

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1.0 BACKGROUND

1.1 Summary

Project Title:	McCall Boulevard Widening Project
Lead Agency Name and Address:	City of Menifee 29844 Haun Road Menifee, CA 92586
Contact Person and Phone Number:	Diego Guillen, PE, Senior Engineer Capital Improvement Projects (CIP) City of Menifee 29844 Haun Road City of Menifee, CA 92586 dguillen@cityofmenifee.us (951) 723-3755
Project Location:	The Project Site includes an approximately 0.75-mile linear segment of McCall Boulevard between Oak Hurst Avenue to the west and Menifee Road to the east.
Surrounding General Plan Designation:	North: Economic Development Corridor-McCall Boulevard (EDC), Rural Residential 5-acre minimum (RR5), 2.1-5 du/ac Residential (2.1-5 R), Public/Quasi Public Facilities (PF), Commercial Retail 0.20-0.35 FAR (CR). South: 2.15-5 du/ac Residential (2.1-5 R), Rural Mountainous 10-acre minimum (RM), Commercial Retail 0.20-0.35 FAR (CR).
Zoning:	North: Economic Development Corridor-McCall Boulevard (EDC-MB), Rural Residential, 5-acre minimum (RR5), Public/Quasi-Public Facilities (PF), Commercial Retail (CR). South: Low Density Residential-2 (LDR-2) [7,200 SF], Rural Mountainous (RM), Commercial Retail (CR)

1.2 Introduction

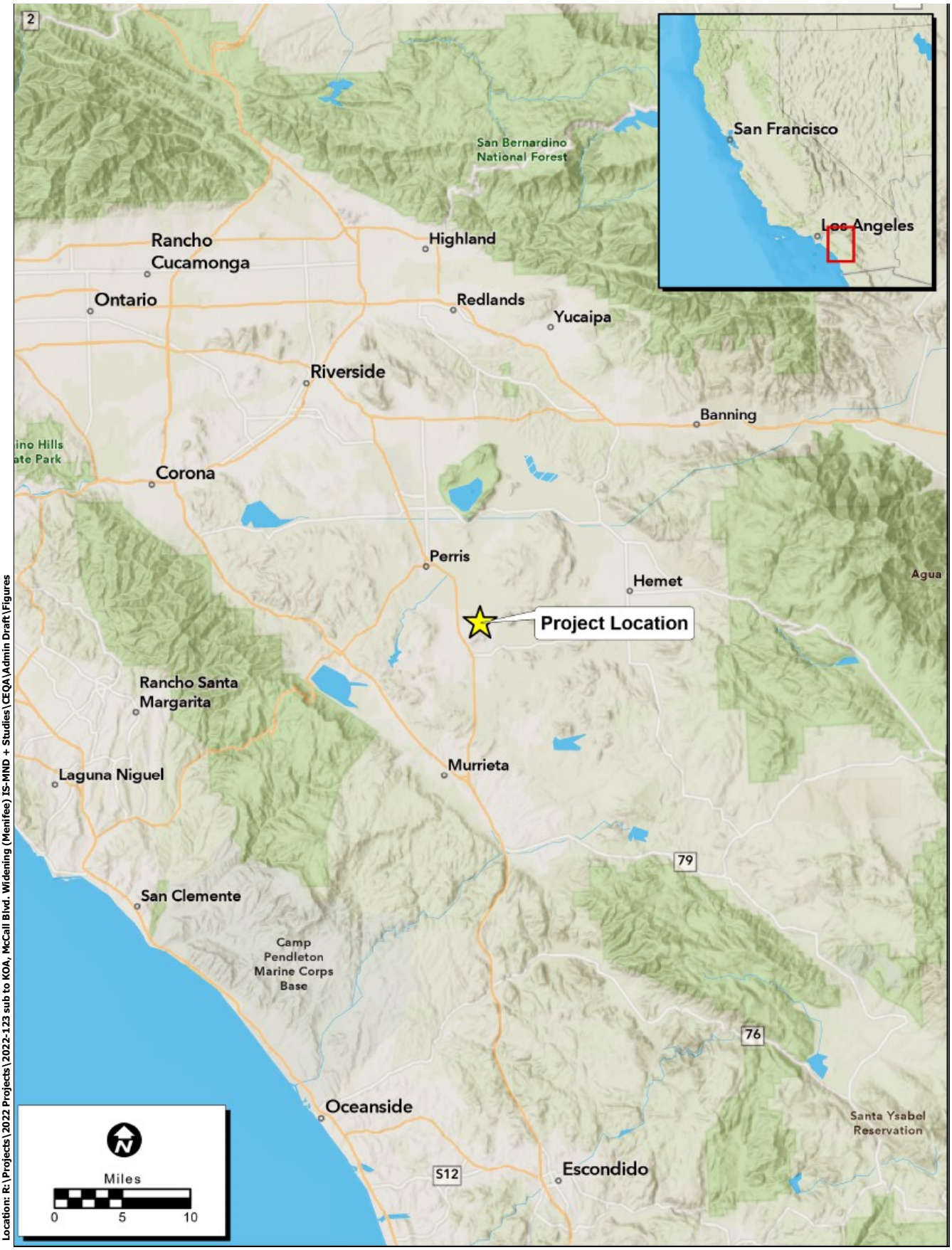
The City of Menifee is the Lead Agency for this California Environmental Quality Act (CEQA) Initial Study. This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the McCall Boulevard Widening Project (Project or Proposed Project) to satisfy CEQA (Public Resources Code [PRC], Section 21000 et seq.) and state CEQA Guidelines (Title 14, California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences before approving those projects. The City of Menifee will use this CEQA Initial Study to determine which CEQA document is appropriate for the Project: Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR).

In accordance with CEQA, this Initial Study/Mitigated Negative Declaration (IS/MND) will be circulated for a 30-day public review and comment period. Written comments on the Draft IS/MND should be submitted to:

Diego Guillen, PE, Senior Engineer
Capital Improvement Projects (CIP)
City of Menifee
29844 Haun Road
City of Menifee, CA 92586
dguillen@cityofmenifee.us

1.3 Surrounding Land Uses/Environmental Setting

The Project proposes the widening of an approximately 0.75-mile linear segment of McCall Boulevard between Oak Hurst Avenue and Menifee Road. The surrounding land uses are characterized by residential development to the south, east, and west. A substantial portion of the land directly north and south of the Project Site is undeveloped land zoned as CR, and LDR-2, and RR5. The proposed road widening project would not modify the southern right-of-way (ROW) boundary alignment. Development to the north is zoned Public Facilities and Economic Development Corridor-McCall Boulevard and includes an existing agricultural orchard, the Boulder Ridge Elementary School, Menifee Global Medical Center, and a partially constructed commercial center (McCall Square) (at the northwest corner of McCall Boulevard and Menifee Road).



Location: R:\Projects\2022 Projects\2022-123 sub to KOA, McCall Blvd. Widening (Menifee) IS-MND + Studies\CEQA\Admin Draft\Figures

Map Date: 11/7/2022

Service Layer Credits: Esri, CGIAR, USGS< Loma Linda University, County of Riverside, California State Parks, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, Esri, Garmin, FAO, NOAA, USGS, EPA, Esri, USGS

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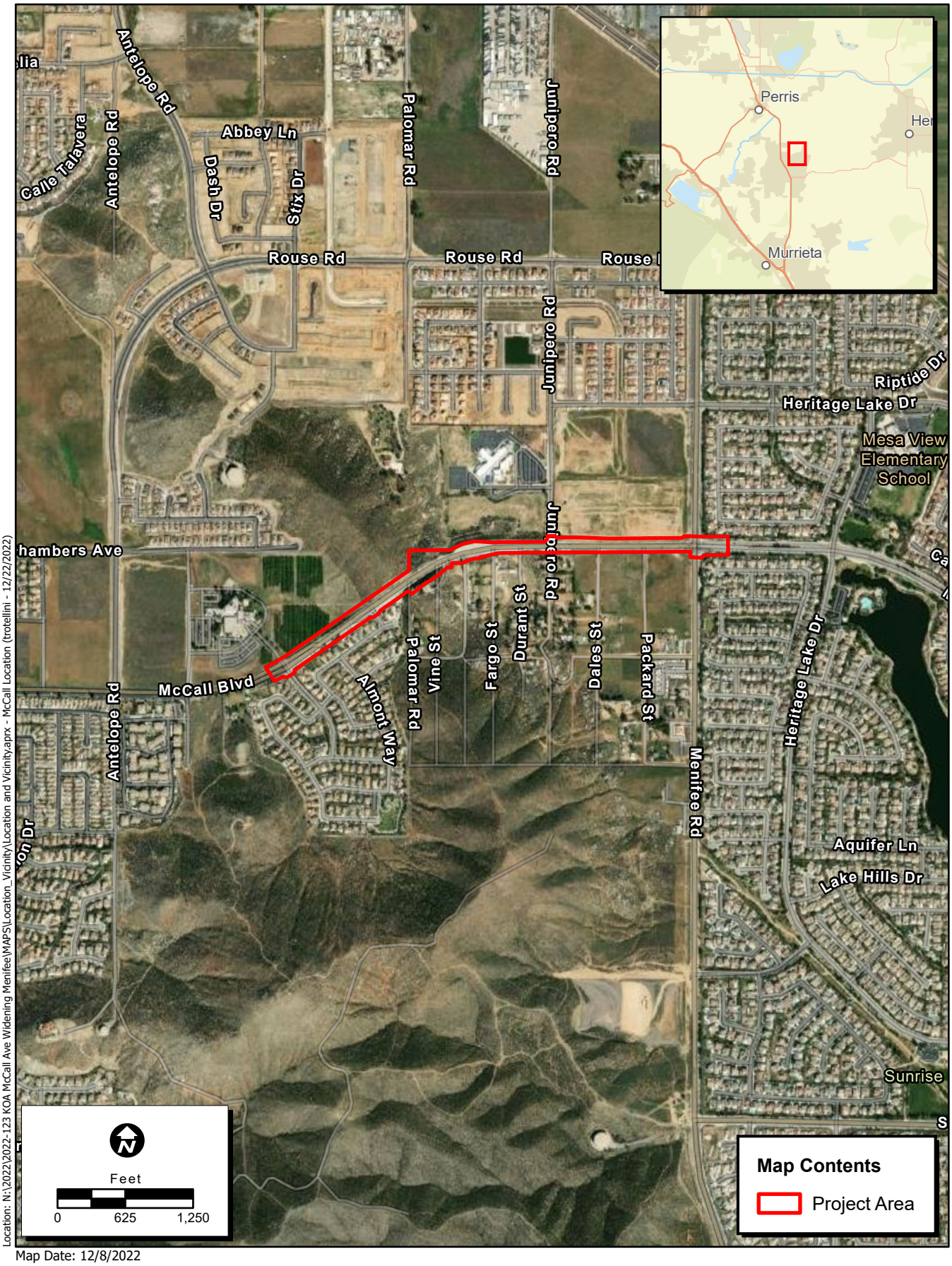
ENVIRONMENTAL CONSULTANTS

Figure 1. Project Vicinity

2022-123 KOA McCall Boulevard Widening Menifee



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Map Date: 12/8/2022

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Figure 2. Project Location

2022-123 KOA McCall Boulevard Widening Menifee

2.0 PROJECT DESCRIPTION

2.1 Project Background

McCall Boulevard was built by cut-and-fill methods as a two-lane County road in the 1960's. The roadway extended eastward from the newly established Sun-City development and old U.S. 395 (I-215) to Menifee Road. Other than the bedrock ridge transected by the rural road, land uses along the alignment had been limited to dry-farmed grain crops. The roadway did not follow a preexisting right-of-way and did not require the demolition of any structures (Aragón Geotechnical, Inc. 2022; Appendix G).

Subsequent years saw development slowly creep east of U.S. 395. In 1989, next to groves of citrus trees located north and south of McCall Boulevard near Oak Hurst Avenue, the new "Menifee Valley Medical Center" hospital was opened. The western end of the widening project will border one of the relict groves. Orchards south of the boulevard were mass graded for a residential tract in 2004-2005. At the same time, construction was finishing up on a new elementary school northwest of the intersection of Junipero Road and McCall Boulevard. This work included localized boulevard widening at the Project Site. Few changes other than eastbound side asphalt curbing and a concrete pedestrian sidewalk through the deep cut and ending at Junipero Road seem to have been added since the mid 2000's (Aragón Geotechnical, Inc. 2022).

Alignment-Parallel Utilities included potable water, gas, electrical, and telecommunications conduits. New service laterals into a future commercial development being built north of McCall Boulevard between Junipero Road and Menifee Road lie transverse to the traffic lanes. The eastern terminus at Menifee Road will cross multiple major high-pressure gas and water transmission lines.

McCall Boulevard is a designated urban arterial road that has received piecemeal improvements, patches, and surface restoration over more than 40 years. Existing asphalt pavement is in subjectively "good" to "poor" condition (Aragón Geotechnical, Inc. 2022).

2.2 Project Characteristics

The proposed road-widening would construct two new traffic lanes along the approximately 0.75-mile segment of McCall Boulevard from Oak Hurst Avenue to Menifee Road, increasing the roadway segment from two-lanes of traffic to four (Figure 3). In addition to the Proposed Project's new east and westbound traffic lanes, the Project would include the installation of new traffic signals, street lighting, sidewalks, curb and gutter, ADA ramps, and a retaining wall. Some existing utilities would need to be relocated as part of the widening, including the relocation of four Southern California Edison transmission poles (Figure 4). Funding for the design and right-of-way acquisition would come from local funds.

The Proposed Project includes installation of the following, as depicted in Figures 3 and 4:

- traffic signals
- street lighting
- sidewalks
- curb and gutter

- ADA compliant ramps
- A retaining wall
- Relocated SCE transmission poles

2.3 Project Timing

Project construction is anticipated to start in June of 2024 and continue through February 2025.

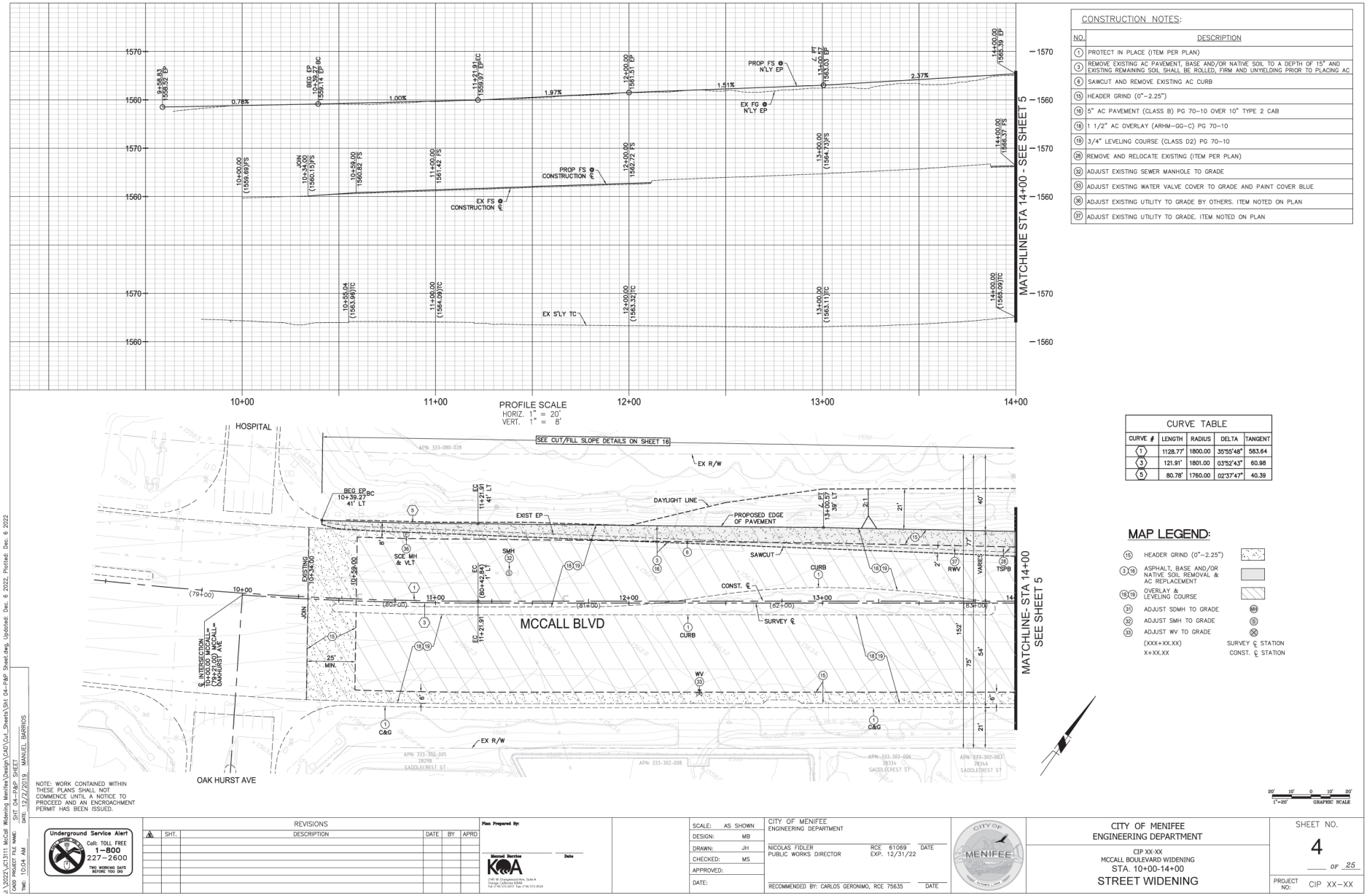
2.4 Regulatory Requirements, Permits, and Approvals

The following approvals and regulatory permits would be required for implementation of the Proposed Project:

- City of Menifee Grading Permit
- Stormwater Pollution Prevention Plan (SWPPP). The SWPPP is the plan to control sediment laden runoff and erosion prevention from the beginning of the project to the end and may include post-construction measures.
- National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ).

2.5 Consultation With California Native American Tribe(s)

The City of Menifee has notified the following California Native American tribes traditionally and culturally affiliated with the geographic area of the Proposed Project: The Agua Caliente Band of Cahuilla Indians, Pechanga Band of Luiseño Indians, Rincon Band of Luiseño Indians, and Soboba Band of Luiseño Indians. The Agua Caliente Band of Cahuilla Indians have requested consultation pursuant to PRC Section 21080.3.1. Section 4.18 of this IS/MND provides a summary of the consultation process, including the determination of significance of impacts to Tribal Cultural Resources (TCRs).

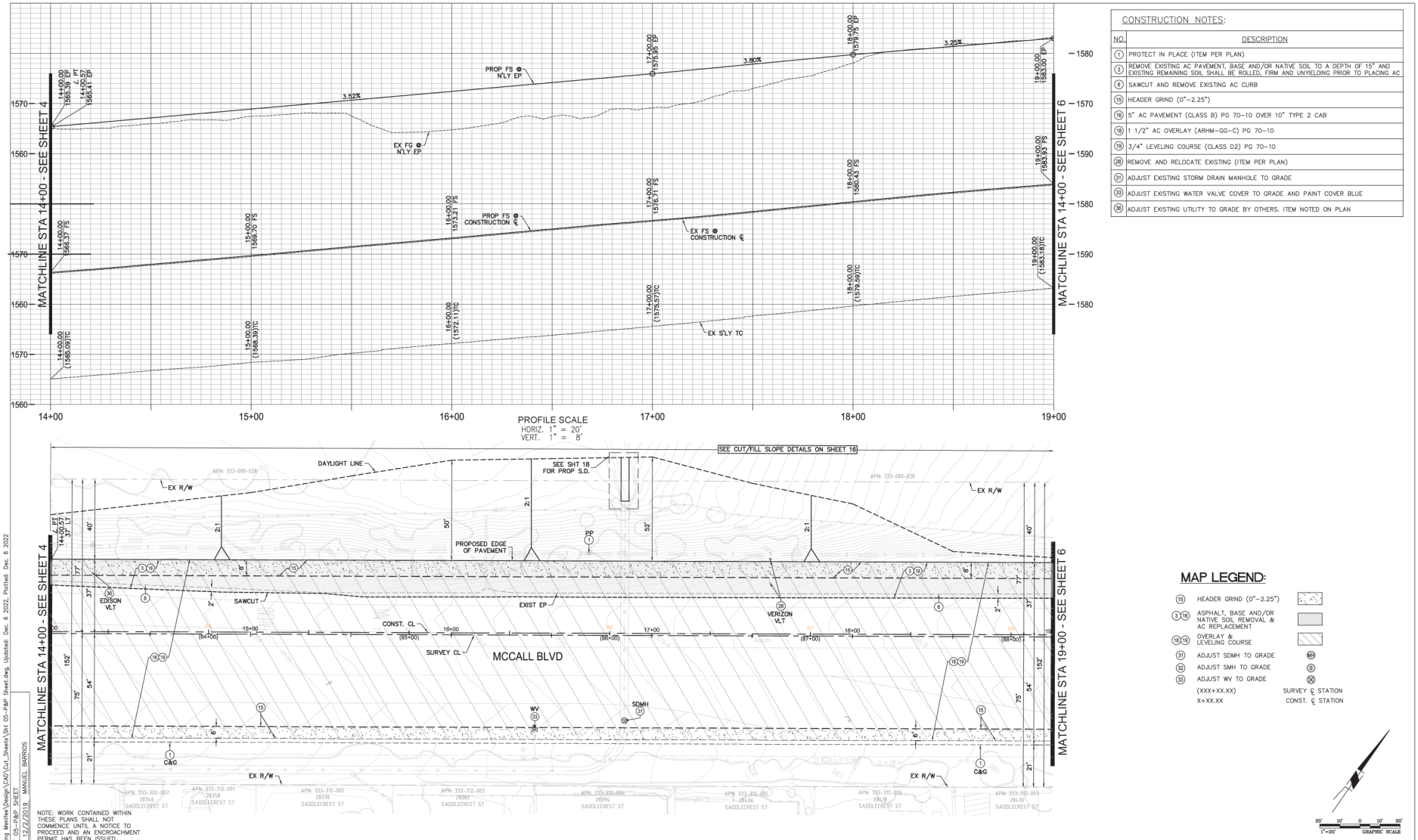


ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Map Date: 12/6/2022

Figure 3. Site Plan (1 of 6)

2022-123 KOA McCall Boulevard Widening



CONSTRUCTION NOTES:	
NO.	DESCRIPTION
1	PROTECT IN PLACE (ITEM PER PLAN)
3	REMOVE EXISTING AC PAVEMENT, BASE AND/OR NATIVE SOIL TO A DEPTH OF 15" AND EXISTING REMAINING SOIL SHALL BE ROLLED, FIRM AND UNYIELDING PRIOR TO PLACING AC
6	SAWCUT AND REMOVE EXISTING AC CURB
15	HEADER GRIND (0"–2.25")
16	5" AC PAVEMENT (CLASS B) PG 70–10 OVER 10" TYPE 2 CAB
18	1 1/2" AC OVERLAY (ARHM–GG–C) PG 70–10
19	3/4" LEVELING COURSE (CLASS D2) PG 70–10
28	REMOVE AND RELOCATE EXISTING (ITEM PER PLAN)
31	ADJUST EXISTING STORM DRAIN MANHOLE TO GRADE
33	ADJUST EXISTING WATER VALVE COVER TO GRADE AND PAINT COVER BLUE
36	ADJUST EXISTING UTILITY TO GRADE BY OTHERS. ITEM NOTED ON PLAN

MAP LEGEND:

15	HEADER GRIND (0"–2.25")
3 16	ASPHALT, BASE AND/OR NATIVE SOIL REMOVAL & AC REPLACEMENT
18 19	OVERLAY & LEVELING COURSE
31	ADJUST SDMH TO GRADE
32	ADJUST SMH TO GRADE
33	ADJUST WV TO GRADE
(XXX+XX.XX)	SURVEY ℄ STATION
X+XX.XX	CONST. ℄ STATION

NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL A NOTICE TO PROCEED AND AN ENCROACHMENT PERMIT HAS BEEN ISSUED.

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REVISIONS				
SHT.	DESCRIPTION	DATE	BY	APRD

Plan Prepared By:

Licensed Surveyor — Date

KOA — 2141 W. Orangewood Ave., Suite 4, Orange, California 92868, Tel (714) 573-0317 Fax (714) 573-9534

SCALE:	AS SHOWN
DESIGN:	MB
DRAWN:	JH
CHECKED:	MS
APPROVED:	
DATE:	

CITY OF MENIFEE
ENGINEERING DEPARTMENT

NICOLAS FIDLER — RCE 61069 — DATE
PUBLIC WORKS DIRECTOR — EXP. 12/31/22

RECOMMENDED BY: CARLOS GERONIMO, RCE 75635 — DATE

CITY OF MENIFEE
ENGINEERING DEPARTMENT

CIP XX-XX
MCCALL BOULEVARD WIDENING
STA. 14+00-19+00
STREET WIDENING

SHEET NO. 5 OF 25

PROJECT NO: CIP XX–XX

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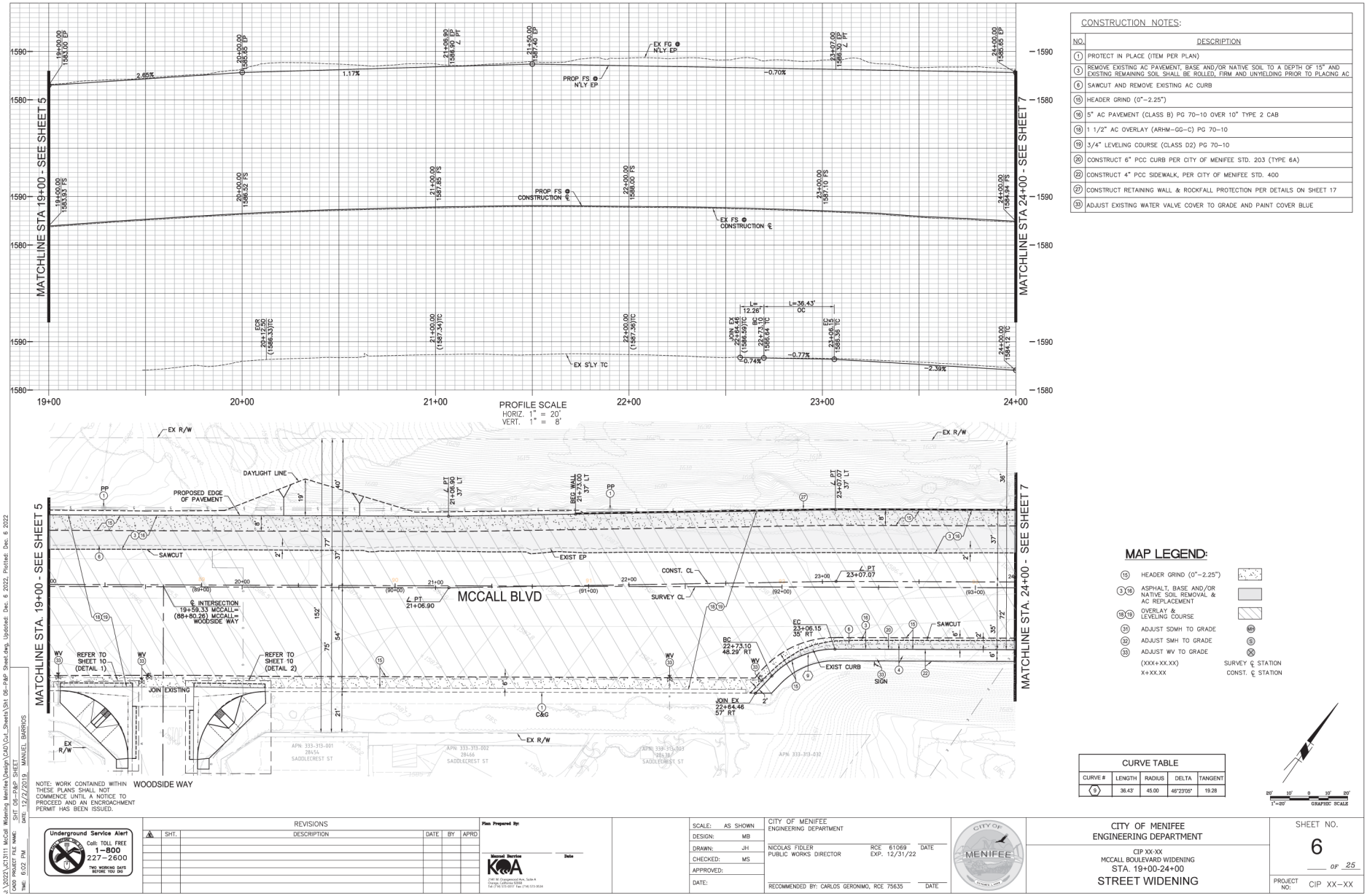
J:\2022\-C13111 McCall Widening Menifee\Design\C40\Cut_Sheets\SH. 05–P&P Sheet.dwg, Updated: Dec. 6 2022, Plotted: Dec. 6 2022

Figure 3. Site Plan (2 of 6)

2022-123 KOA McCall Boulevard Widening


MATCHLINE STA 19+00 - SEE SHEET 5
MATCHLINE STA 24+00 - SEE SHEET 7
PROFILE SCALE
HORIZ. 1" = 20'
VERT. 1" = 8'
MCCALL BLVD
WOODSIDE WAY
DAYLIGHT LINE
PROPOSED EDGE OF PAVEMENT
EXIST EP
EXIST CURB
CONST. CL
SURVEY CL
SAWCUT
JOIN EXISTING
EX R/W
EX FG @ N'LY EP
PROP FS @ N'LY EP
PROP FS @ CONSTRUCTION ℄
EX FS @ CONSTRUCTION ℄
EX S'LY TC
CONSTRUCTION NOTES:
NO. DESCRIPTION
1 PROTECT IN PLACE (ITEM PER PLAN)
3 REMOVE EXISTING AC PAVEMENT, BASE AND/OR NATIVE SOIL TO A DEPTH OF 15" AND EXISTING REMAINING SOIL SHALL BE ROLLED, FIRM AND UNYIELDING PRIOR TO PLACING AC
6 SAWCUT AND REMOVE EXISTING AC CURB
15 HEADER GRIND (0"–2.25")
16 5" AC PAVEMENT (CLASS B) PG 70–10 OVER 10" TYPE 2 CAB
18 1 1/2" AC OVERLAY (ARHM–GG–C) PG 70–10
19 3/4" LEVELING COURSE (CLASS D2) PG 70–10
20 CONSTRUCT 6" PCC CURB PER CITY OF MENIFEE STD. 203 (TYPE 6A)
22 CONSTRUCT 4" PCC SIDEWALK, PER CITY OF MENIFEE STD. 400
27 CONSTRUCT RETAINING WALL & ROCKFALL PROTECTION PER DETAILS ON SHEET 17
33 ADJUST EXISTING WATER VALVE COVER TO GRADE AND PAINT COVER BLUE
MAP LEGEND:
HEADER GRIND (0"–2.25")
ASPHALT, BASE AND/OR NATIVE SOIL REMOVAL & AC REPLACEMENT
OVERLAY & LEVELING COURSE
ADJUST SDMH TO GRADE
ADJUST SMH TO GRADE
ADJUST WV TO GRADE
(XXX+XX.XX) SURVEY ℄ STATION
X+XX.XX CONST. ℄ STATION
CURVE TABLE
CURVE # LENGTH RADIUS DELTA TANGENT
9 36.43' 45.00 46°23'05" 19.28
NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL A NOTICE TO PROCEED AND AN ENCROACHMENT PERMIT HAS BEEN ISSUED.
REVISIONS
SHT. DESCRIPTION DATE BY APRD
Underground Service Alert
Call: TOLL FREE 1–800 227–2600
TWO WORKING DAYS BEFORE YOU DIG
Plan Prepared By:
KOA
SCALE: AS SHOWN
DESIGN: MB
DRAWN: JH
CHECKED: MS
APPROVED:
DATE:
CITY OF MENIFEE
ENGINEERING DEPARTMENT
NICOLAS FIDLER RCE 61069 DATE
PUBLIC WORKS DIRECTOR EXP. 12/31/22
RECOMMENDED BY: CARLOS GERONIMO, RCE 75635 DATE
CITY OF MENIFEE
ENGINEERING DEPARTMENT
CIP XX-XX
MCCALL BOULEVARD WIDENING
STA. 19+00-24+00
STREET WIDENING
SHEET NO.
6
OF 25
PROJECT NO: CIP XX–XX
CAD PROJECT FILE NAME: SHT. 06–P&P SHEET
TIME: 6:02 PM DATE: 12/2/2019 MANUEL BARRIOS
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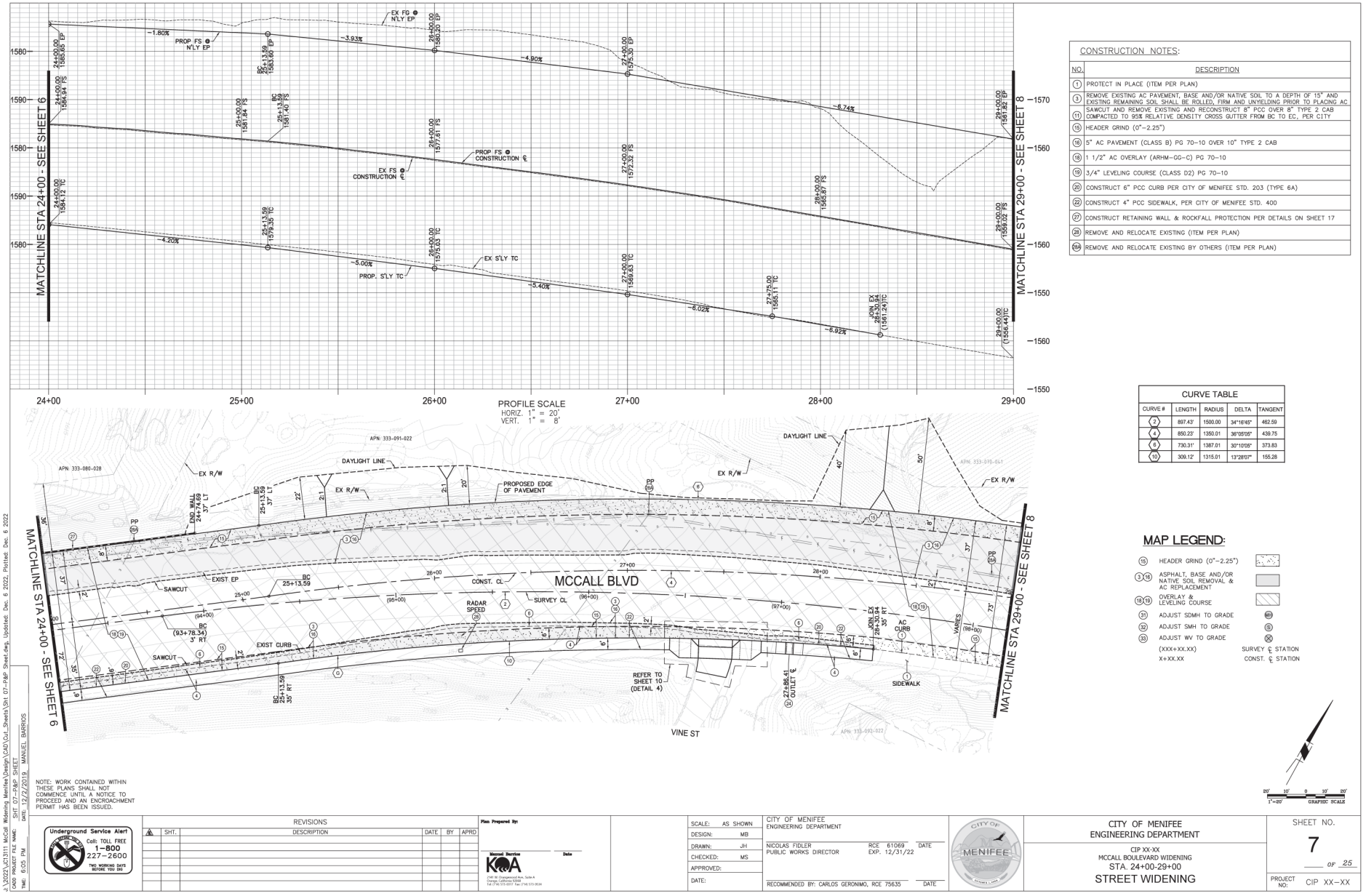

CONSTRUCTION NOTES:

NO.	DESCRIPTION
1	PROTECT IN PLACE (ITEM PER PLAN)
3	REMOVE EXISTING AC PAVEMENT, BASE AND/OR NATIVE SOIL TO A DEPTH OF 15" AND EXISTING REMAINING SOIL SHALL BE ROLLED, FIRM AND UNYIELDING PRIOR TO PLACING AC
11	SAWCUT AND REMOVE EXISTING AND RECONSTRUCT 8" PCC OVER 8" TYPE 2 CAB COMPACTED TO 95% RELATIVE DENSITY CROSS GUTTER FROM BC TO EC, PER CITY
15	HEADER GRIND (0"-2.25")
16	5" AC PAVEMENT (CLASS B) PG 70-10 OVER 10" TYPE 2 CAB
18	1 1/2" AC OVERLAY (ARHM-GG-C) PG 70-10
19	3/4" LEVELING COURSE (CLASS D2) PG 70-10
20	CONSTRUCT 6" PCC CURB PER CITY OF MENIFEE STD. 203 (TYPE 6A)
22	CONSTRUCT 4" PCC SIDEWALK, PER CITY OF MENIFEE STD. 400
27	CONSTRUCT RETAINING WALL & ROCKFALL PROTECTION PER DETAILS ON SHEET 17
28	REMOVE AND RELOCATE EXISTING (ITEM PER PLAN)
28A	REMOVE AND RELOCATE EXISTING BY OTHERS (ITEM PER PLAN)

CURVE TABLE

CURVE #	LENGTH	RADIUS	DELTA	TANGENT
2	897.43'	1500.00	34°16'45"	462.59
4	850.23'	1350.01	36°05'05"	439.75
6	730.31'	1387.01	30°10'05"	373.83
10	309.12'	1315.01	13°28'07"	155.28

MAP LEGEND:

15	HEADER GRIND (0"-2.25")
3 16	ASPHALT, BASE AND/OR NATIVE SOIL REMOVAL & AC REPLACEMENT
18 19	OVERLAY & LEVELING COURSE
31	ADJUST SDMH TO GRADE
32	ADJUST SMH TO GRADE
33	ADJUST WV TO GRADE
(XXX+XX.XX)	SURVEY ℄ STATION
X+XX.XX	CONST. ℄ STATION

NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL A NOTICE TO PROCEED AND AN ENCROACHMENT PERMIT HAS BEEN ISSUED.

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REVISIONS

SHT.	DESCRIPTION	DATE	BY	APRD

Plan Prepared By:
Manuel Barrios
KOA
2141 W. Orangewood Ave, Suite 4, Orange, California 92868
Tel (714) 573-0377 Fax (714) 573-9534
Date

SCALE: AS SHOWN
DESIGN: MB
DRAWN: JH
CHECKED: MS
APPROVED:
DATE:

CITY OF MENIFEE
ENGINEERING DEPARTMENT
NICOLAS FIDLER — RCE 61069 — DATE
PUBLIC WORKS DIRECTOR — EXP. 12/31/22
RECOMMENDED BY: CARLOS GERONIMO, RCE 75635 — DATE

CITY OF MENIFEE
ENGINEERING DEPARTMENT
CIP XX-XX
MCCALL BOULEVARD WIDENING
STA. 24+00-29+00
STREET WIDENING

SHEET NO. 7 of 25
PROJECT NO: CIP XX-XX

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CADD PROJECT FILE NAME: Sht 07-P&P Sheet
TIME: 6:05 PM DATE: 12/2/2019 MANUEL BARRIOS

Figure 3. Site Plan (4 of 6)

2022-123 KOA McCall Boulevard Widening

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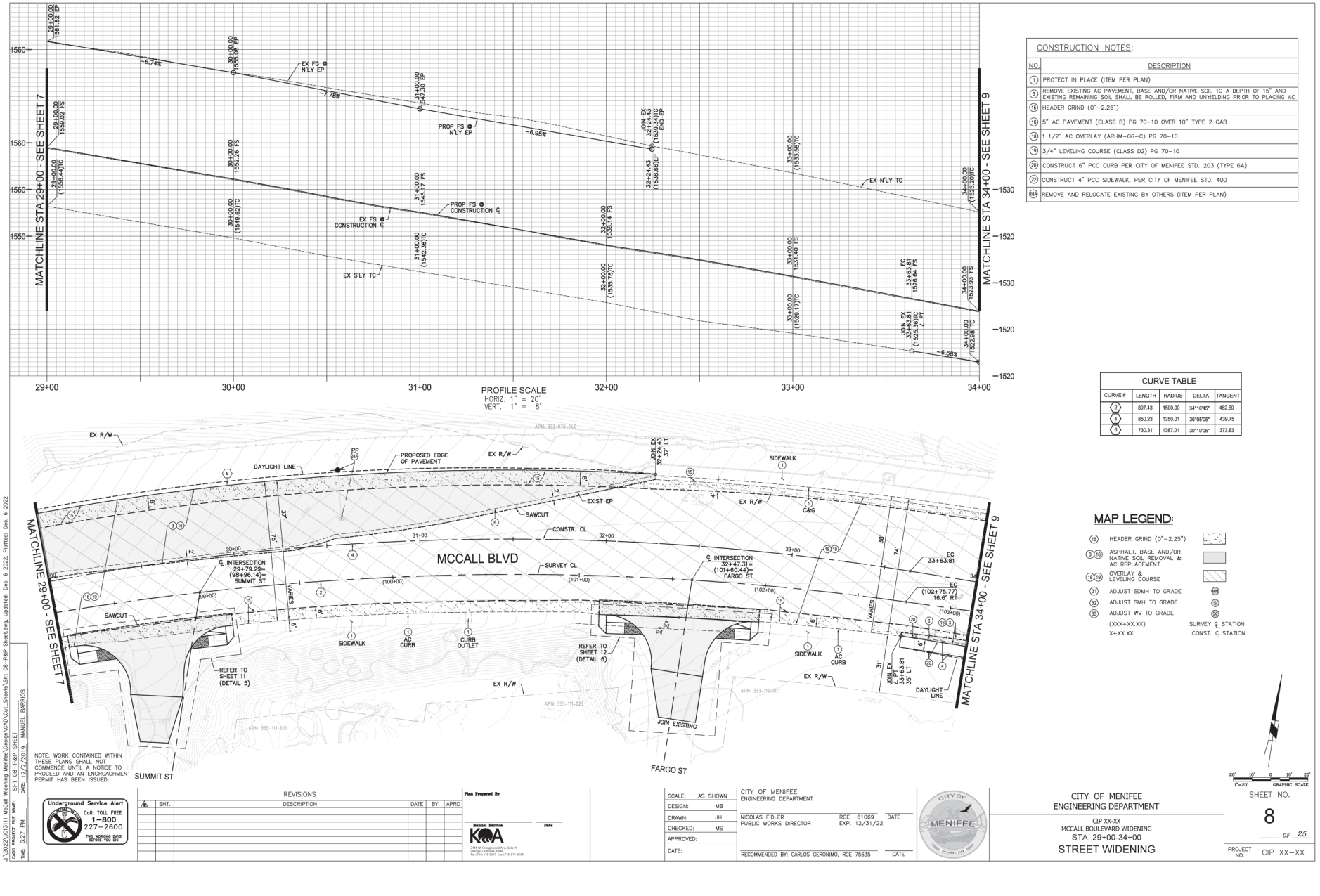
Map Date: 12/6/2022



CONSTRUCTION NOTES:

NO.	DESCRIPTION
1	PROTECT IN PLACE (ITEM PER PLAN)
3	REMOVE EXISTING AC PAVEMENT, BASE AND/OR NATIVE SOIL TO A DEPTH OF 15" AND EXISTING REMAINING SOIL SHALL BE ROLLED, FIRM AND UNYIELDING PRIOR TO PLACING AC
15	HEADER GRIND (0"–2.25")
16	5" AC PAVEMENT (CLASS B) PG 70–10 OVER 10" TYPE 2 CAB
18	1 1/2" AC OVERLAY (ARHM–GG–C) PG 70–10
19	3/4" LEVELING COURSE (CLASS D2) PG 70–10
20	CONSTRUCT 6" PCC CURB PER CITY OF MENIFEE STD. 203 (TYPE 6A)
22	CONSTRUCT 4" PCC SIDEWALK, PER CITY OF MENIFEE STD. 400
99A	REMOVE AND RELOCATE EXISTING BY OTHERS (ITEM PER PLAN)

CURVE TABLE

CURVE #	LENGTH	RADIUS	DELTA	TANGENT
2	897.43'	1500.00	34°16'45"	462.59
4	850.23'	1350.01	36°05'05"	439.75
6	730.31'	1367.01	30°10'05"	373.83

MAP LEGEND:

- (15) HEADER GRIND (0"–2.25")
- (3)(16) ASPHALT, BASE AND/OR NATIVE SOIL REMOVAL & AC REPLACEMENT
- (18)(19) OVERLAY & LEVELING COURSE
- (31) ADJUST SDMH TO GRADE
- (32) ADJUST SMH TO GRADE
- (33) ADJUST WV TO GRADE
- (XXX+XX.XX) SURVEY ℄ STATION
- X+XX.XX CONST. ℄ STATION

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REVISIONS

SHT.	DESCRIPTION	DATE	BY	APRD

Plan Prepared By:
Manuel Barrios
KOA
2141 W. Orangewood Ave., Suite 4, Orange, California 92868
Tel (714) 571-0317 Fax (714) 573-9534

SCALE:	AS SHOWN
DESIGN:	MB
DRAWN:	JH
CHECKED:	MS
APPROVED:	
DATE:	

CITY OF MENIFEE
ENGINEERING DEPARTMENT

NICOLAS FIDLER — RCE 61069 — DATE
PUBLIC WORKS DIRECTOR — EXP. 12/31/22

RECOMMENDED BY: CARLOS GERONIMO, RCE 75635 — DATE

CITY OF MENIFEE
ENGINEERING DEPARTMENT

CIP XX-XX
MCCALL BOULEVARD WIDENING
STA. 29+00-34+00
STREET WIDENING

SHEET NO. 8 OF 25

PROJECT NO: CIP XX–XX

CAD PROJECT FILE NAME: SHT 08–P&P SHEET
TIME: 6:27 PM DATE: 12/2/2019 MANUEL BARRIOS
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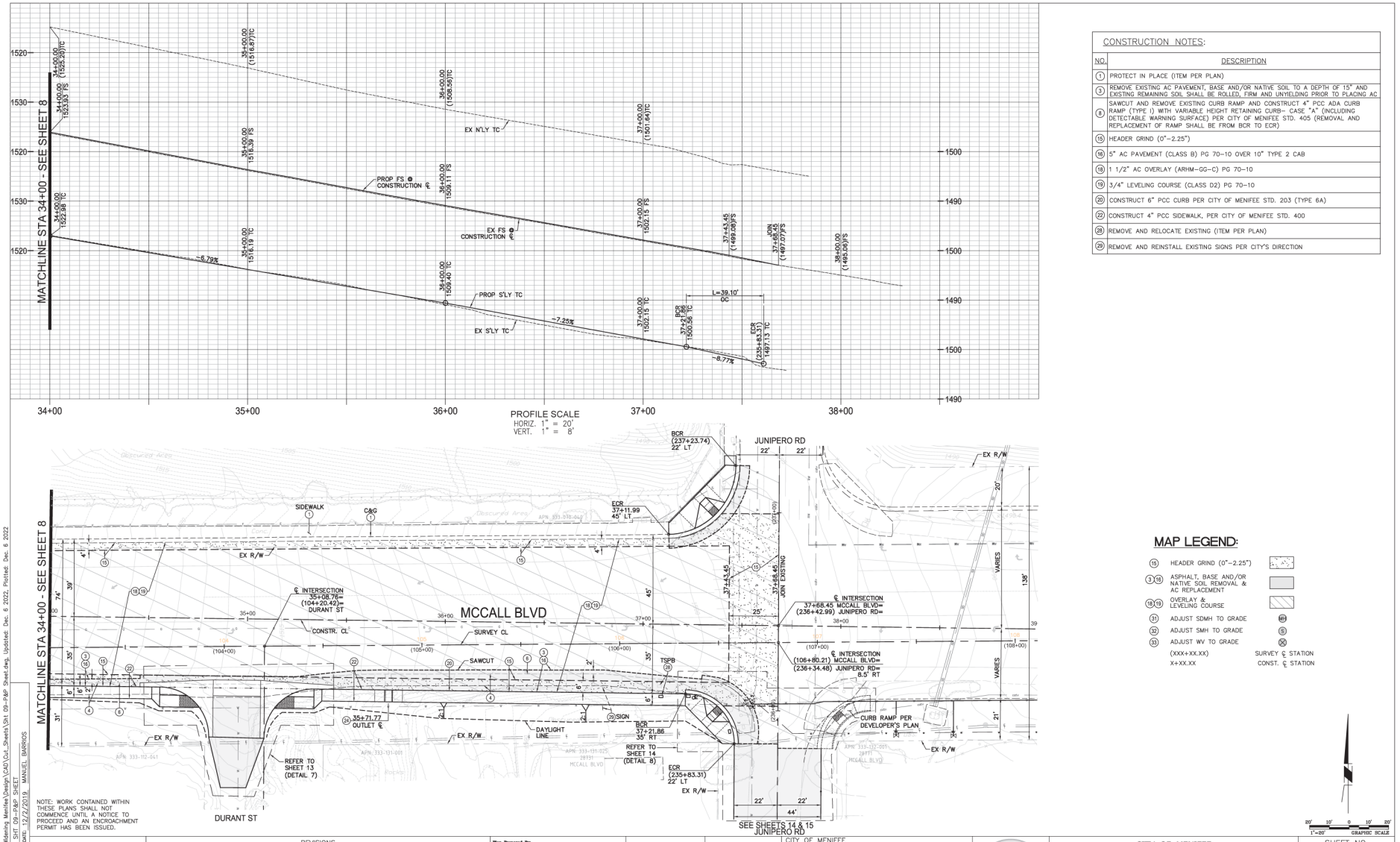
ENVIRONMENTAL CONSULTANTS

Map Date: 12/6/2022

Figure 3. Site Plan (5 of 6)

2022-123 KOA McCall Boulevard Widening



CONSTRUCTION NOTES:

NO.	DESCRIPTION
1	PROTECT IN PLACE (ITEM PER PLAN)
3	REMOVE EXISTING AC PAVEMENT, BASE AND/OR NATIVE SOIL TO A DEPTH OF 15" AND EXISTING REMAINING SOIL SHALL BE ROLLED, FIRM AND UNYIELDING PRIOR TO PLACING AC
8	SAWCUT AND REMOVE EXISTING CURB RAMP AND CONSTRUCT 4" PCC ADA CURB RAMP (TYPE I) WITH VARIABLE HEIGHT RETAINING CURB- CASE "A" (INCLUDING DETECTABLE WARNING SURFACE) PER CITY OF MENIFEE STD. 405 (REMOVAL AND REPLACEMENT OF RAMP SHALL BE FROM BCR TO ECR)
15	HEADER GRIND (0"-2.25")
16	5" AC PAVEMENT (CLASS B) PG 70-10 OVER 10" TYPE 2 CAB
18	1 1/2" AC OVERLAY (ARHM-GG-C) PG 70-10
19	3/4" LEVELING COURSE (CLASS D2) PG 70-10
20	CONSTRUCT 6" PCC CURB PER CITY OF MENIFEE STD. 203 (TYPE 6A)
22	CONSTRUCT 4" PCC SIDEWALK, PER CITY OF MENIFEE STD. 400
28	REMOVE AND RELOCATE EXISTING (ITEM PER PLAN)
29	REMOVE AND REINSTALL EXISTING SIGNS PER CITY'S DIRECTION

MAP LEGEND:

15	HEADER GRIND (0"-2.25")
3 16	ASPHALT, BASE AND/OR NATIVE SOIL REMOVAL & AC REPLACEMENT
18 19	OVERLAY & LEVELING COURSE
31	ADJUST SDMH TO GRADE
32	ADJUST SMH TO GRADE
33	ADJUST WV TO GRADE
(XXX+XX.XX) X+XX.XX	SURVEY ℄ STATION CONST. ℄ STATION

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REVISIONS

SHT.	DESCRIPTION	DATE	BY	APRD

Plan Prepared By: Manuel Barrios — KOA — 2141 W. Orangewood Ave, Suite 4, Orange, California 92868, Tel (714) 573-0317 Fax (714) 573-9534

SCALE:	AS SHOWN
DESIGN:	MB
DRAWN:	JH
CHECKED:	MS
APPROVED:	
DATE:	

CITY OF MENIFEE
ENGINEERING DEPARTMENT

NICOLAS FIDLER, PUBLIC WORKS DIRECTOR — RCE 61069, EXP. 12/31/22 — DATE

RECOMMENDED BY: CARLOS GERONIMO, RCE 75635 — DATE

CITY OF MENIFEE
ENGINEERING DEPARTMENT

CIP XX-XX
MCCALL BOULEVARD WIDENING
STA. 34+00-39+00
STREET WIDENING

SHEET NO. 9 OF 25

PROJECT NO: CIP XX-XX

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DATE: 12/2/2019
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MANUEL BARRIOS
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ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Map Date: 12/6/2022

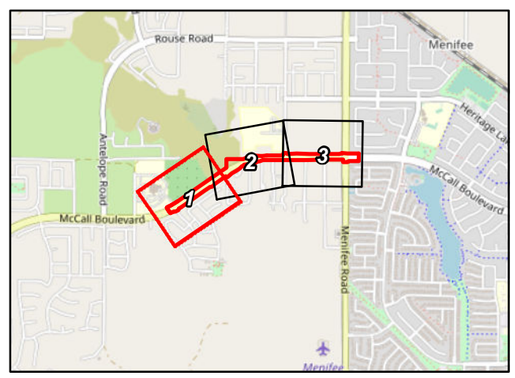
Figure 3. Site Plan (6 of 6)

2022-123 KOA McCall Boulevard Widening

Map Features

- Project Area
- Retaining Wall
- SCE Utility Poles - Protect in Place

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



ECORP: N:\2022\2022-123 KOA McCall Ave Widening Menifee\MAPS\CEQA\McCall_CEQA.mxd (TR)-trotellini 5/5/2023

Map Date: 2/24/2023

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

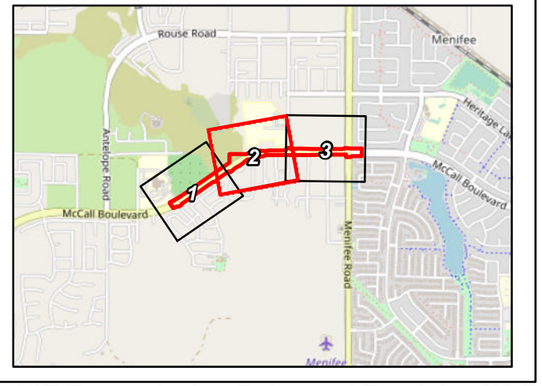
Scale in Feet
0 150

Figure 4. Relocated SCE Transmission Poles and Retaining Wall
Sheet 1 of 3
2022-123 KOA McCall Ave Widening Menifee

Map Features

- Project Area
- Retaining Wall
- SCE Utility Poles - Protect in Place
- SCE Utility Poles - Replaced

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



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Map Date: 2/24/2023

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

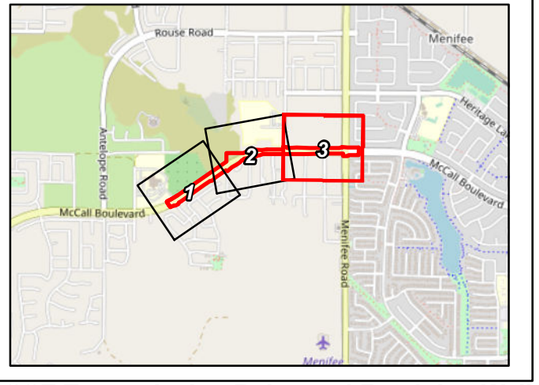
Scale in Feet
0 150

Figure 4. Relocated SCE Transmission Poles and Retaining Wall
Sheet 2 of 3
2022-123 KOA McCall Ave Widening Menifee

Map Features

Project Area

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



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Map Date: 2/24/2023

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Scale in Feet
0 150

Figure 4. Relocated SCE Transmission Poles and Retaining Wall
Sheet 3 of 3
2022-123 KOA McCall Ave Widening Menifee

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

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

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

Determination

On the basis of this initial evaluation:

I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that although the 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 Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the 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 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 Project, nothing further is required.	☐

Orlando Hernandez

Orlando Hernandez
Deputy Community Development Director

2.1.24

Date

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4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

4.1.1.1 Regional Setting

State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. The California Department of Transportation (Caltrans) can designate a highway as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view.

There are no officially designated scenic highways in or near the City of Menifee. State Route 74 (SR-74) passes through the northern part of the City and is considered an "Eligible State Scenic Highway – Not Officially Designated" by the California Department of Transportation. The nearest designated state scenic highway is a portion of SR-74 in the San Jacinto Mountains about 17 miles east of the City (City of Menifee 2013).

General Plan

Visual Resources

Menifee is within the San Jacinto Basin, a broad area of valleys and hills bounded by the San Jacinto Mountains and San Gorgonio Badlands on the northeast; the Box Springs Mountains on the north; and the Santa Ana Mountains on the southwest. Topographically, the City encompasses numerous brush-covered hills and low mountains surrounded by a series of interconnected, broad, nearly flat-bottomed valleys. The hills and mountains within the Menifee area are rugged and moderately steep, generally ranging in elevation from about 1,400 feet to slightly more than 2,600 feet above mean sea level. The steepest slopes and largest cluster of hillsides can be found north of Menifee Lakes, and south of McCall Boulevard. Quail Valley also has a significant number of steep hillsides that influence development patterns in the area. Menifee's two tallest peaks—Quail Hill at 2,164 feet and Bell Mountain (in the City's southeast area) at 1,850 feet—are important landmarks in the City.

The City of Menifee is also home to a large collection of natural rock formations and pilings. These rock features are sometimes found in combination with more significant hillsides but can also be a stand-alone feature on the side of major roadways or drainage features.

Light and Glare

Sources of light and glare in Menifee include building lights (interior and exterior), security lights, sign illumination, and parking-area lighting. Other sources of nighttime light and glare include streetlights and vehicular traffic along roadways. Menifee's night skies benefit from being surrounded by uses that emit little or no light: open space lands, vacant land, farmland, and rural residential development. In addition,

land uses that generate significant amounts of light pollution, such as shopping centers, are limited and concentrated in limited areas in the city.

The City of Menifee is approximately 30 miles northwest of the Mount Palomar Observatory in northern San Diego County and is therefore within Zone B (45-mile radius) of the Mount Palomar Nighttime Lighting Policy Area.

Scenic Vistas

The natural mountainous setting of the Menifee area is critical to its overall visual character and provides scenic vistas for the community. Topography and a lack of dense vegetation or urban development offer scenic views throughout the city, including to and from hillside areas. Scenic features include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges, rounded hills with boulder outcrops, farmland and open space. Scenic vistas provide views of these features from public spaces. Many of the scenic resources are outside the City limits and beyond the planning area boundary. Scenic views from Menifee include the San Jacinto Mountains to the northeast and east; the San Bernardino Mountains to the north; the San Gabriel Mountains to the northwest; and the Santa Ana Mountains to the west and southwest.

4.1.1.2 Visual Character of the Project Site

The Project Site is located in the northeastern portion of the City. The Project Site is an approximately 0.75-mile segment of the existing McCall Boulevard right-of-way (ROW), between Oak Hurst Avenue and Menifee Road. The Project Site transects rolling foothills and is bound by residential development and open space to the south, with public facilities and open space to the north.

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒

No Impact.

The Proposed Project is located within an urbanized area of the City of Menifee. The topography of the surrounding area is relatively flat and there are no significant natural features within the Project vicinity identified in the City's General Plan. The area surrounding the Proposed Project is developed with residential and public facility uses. There are no designated scenic vistas within the Project Site or in the Project vicinity (City of Menifee 2013). No impact would occur.

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

No Impact.

There are no officially designated State Scenic Highways in the vicinity of the Proposed Project (Caltrans 2022). McCall Boulevard is not a Caltrans State Scenic Highway and the Proposed Project would not damage scenic resources. No impact would occur.

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

Less than Significant Impact.

The visual character of the Project Site and its surroundings would remain relatively unchanged with construction of the road widening. The Proposed Project would widen an approximately 0.75-mile segment of McCall Boulevard from Oak Hurst Avenue to Menifee Road within an urbanized area. The Proposed Project would include ROW improvements in addition to the new east and westbound traffic lanes which would be visually consistent with the existing roadway segment. The northern alignment boundary would modify and relocate four SCE owned transmission poles, to preserve the utility connection. Project landscaping and tree plantings would be consistent with the City of Menifee's Landscaping Plan (City of Menifee 2015). The Proposed Project would not conflict with applicable zoning, as the Project is the widening of existing traffic infrastructure. Similarly, the Project at full build would be aesthetically similar to the baseline visual character and quality of the McCall Boulevard right-of-way. Therefore, a less than significant impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

No Impact.

Although the Proposed Project is within Zone B (45-mile radius) of the Mount Palomar Nighttime Lighting Policy Area, the Project Area contains existing street lighting. No nighttime construction is proposed as part of the road widening and any lighting on the construction site at night would be for safety/wayfinding and would not create a new source of substantial light or glare. The Proposed Project would not create new sources of substantial light or glare because the existing street lighting would remain and no new sources of permanent lighting are proposed. No Impact would occur.

4.1.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

The California Department of Conservation (DOC) Important Farmland Finder WebMap identifies Prime Farmland, Unique Farmland, and Farmland of state-wide importance north of McCall Boulevard, east of Menifee Global Medical Center, and generally northwest of the Project Site (DOC 2018). This land is currently occupied by existing citrus groves. Although the DOC identifies important farmland adjacent to the Project Site, the Proposed Project is limited to the existing McCall Boulevard right-of-way.

4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

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

No Impact.

The Project Site and surrounding land where ROW is to be acquired are designated by the DOC as Urban and Built-Up Land. Therefore, the Proposed Project would not convert farmland to non-agricultural use. No Impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

No Impact.

The Williamson Act is a means to restrict the uses of agricultural and open space lands to farming and ranching uses during the length of the contract period. The Project Site is not zoned for agricultural use and is not subject to a Williamson Act contract. The Project Site is located within a developed urbanized area where there are no agricultural uses (City of Menifee 2013). Therefore, the Proposed Project would have no impact in this regard.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined 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 not zoned for forest land, timberland, or timberland production (City of Menifee 2013). The Project Site and the surrounding areas are developed and do not contain forest land or timberland. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

No Impact.

The Proposed Project is not zoned for forest land, timberland, or timberland production (City of Menifee 2013). The Proposed Project is located in a developed urbanized area and would not convert forest land to non-forest use. No impact would occur.

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

No Impact.

The Proposed Project would not result in the conversion of forest land to non-forest use and would not convert Farmland to non-agricultural use. No impact would occur.

4.2.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.3 Air Quality

This assessment was prepared using methodologies and assumptions recommended in the rules and regulations of the South Coast Air Quality Management District (SCAQMD). The purpose of this analysis is to estimate Project-generated criteria air pollutant emissions attributable to the Project and to determine the level of impact the Project would have on the environment.

4.3.1 Environmental Setting

The City of Menifee is located within Riverside County. The California Air Resource Board (CARB) has divided California into regional air basins according to topographic features. The City of Menifee portion of Riverside County is located in a region identified as the South Coast Air Basin (SoCAB). The SoCAB occupies the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter. The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Both the U.S. Environmental Protection Agency (USEPA) and CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants

representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O_3), carbon monoxide (CO), particulate matter (PM), nitrogen oxides (NO_x), sulfur dioxide (SO_2), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The portion of Riverside County encompassing Menifee and the Project Site is designated as a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, fine particulate matter ($PM_{2.5}$) and course particulate matter (PM_{10}) (CARB 2019).

The local air quality regulating authority in Riverside County portion is the SCAQMD. The SCAQMD's primary responsibility is ensuring that the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are attained and maintained in the Riverside County portion of the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

4.2.4 Air Quality (III) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

No Impact.

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project Site is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal CAA, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The

2016 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, Southern California Association of Governments (SCAG), and the USEPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's latest Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The Project is subject to the SCAQMD's AQMP.

According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning 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 or cause or contribute to new air quality violations?

As shown in Table 4.3-1 and Table 4.3-3 below, the Proposed Project would result in emissions that would be below the SCAQMD regional and localized thresholds during construction. The Project would result in negligible amounts of emissions during operations. Therefore, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

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

As shown in Table 4.3-1 below, the Proposed Project would be below the SCAQMD regional thresholds for construction. The Project would result in negligible amounts of emissions during operations. Because the Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or 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 SoCAB 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 its air quality planning documents.

Determining whether or not a project exceeds the assumptions reflected in the 2016 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 2016 AQMP?

A project is consistent with regional air quality planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. Generally, three sources of data form the basis for the projections of air pollutant emissions in Menifee. Specifically, SCAG's Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) provides regional population forecasts for the region and SCAG's RTP/SCS provides socioeconomic forecast projections of regional population growth. The City of Menifee General Plan is referenced by SCAG in order to assist forecasting future growth in Menifee.

The Project proposes to widen McCall Boulevard from two lanes to four lanes from Oak Hurst Avenue to Menifee Road to accommodate existing and projected traffic volumes. The Project is not proposing to amend the City General Plan and is consistent with all land use designations applied to the site. As such, the Project would not contribute to an increase in population, housing or employment growth. The Project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RTP/SCS and RCPG. As a result, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by SCAQMD to develop the 2016 AQMP. The City's population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City; and these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into their air quality planning efforts, it can be concluded that the Proposed Project would be consistent with the projections. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. Therefore, the Proposed Project would be considered consistent with the population, housing, and employment growth projections utilized in the preparation of SCAQMD's air quality plans.

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

To further reduce emissions, the Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 402, 403, and 1113. SCAQMD Rule 402 prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. SCAQMD 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. As such, the Proposed Project meets this consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?

The AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Proposed Project is consistent with the land use designation and development density presented in the City's General Plan and therefore, would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality. The Proposed Project would not result in a long-term impact on the region's ability to meet state and federal air quality standards. The Proposed Project's long-term influence would also be consistent with the goals and policies of the SCAQMD's 2016 AQMP.

The Project would be consistent with the emission-reduction goals of the 2016 AQMP. No impact would occur.

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

Less than Significant Impact.

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

Air quality impacts were assessed in accordance with methodologies recommended by the SCAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2020.4.0, coupled with inputted construction equipment and phasing default data contained with the Roadway Construction Emissions Model (RCEM) version 9.0.1. The RCEM is a spreadsheet-based model that is able to estimate exhaust emissions from heavy-duty construction equipment, haul trucks, and worker commute trips as well as fugitive dust from the construction of a new roadway, road widening, roadway overpass, levee or pipeline projects. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects.

Construction Impacts

Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions would be generated through construction of the Proposed Project: operation of the construction vehicles (i.e., excavators, trenchers, dump trucks), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive PM emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

As described above, construction-generated emissions associated with the Proposed Project were calculated using the RCEM based on typical construction requirements. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Regional Construction Significance Analysis

Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in Table 4.3-1. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Table 4.3-1. Construction-Related Criteria Air Pollutant Emissions (Regional Significance Analysis)						
Construction Activity	**Pollutant (maximum pounds per day)**					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Clearing/Grubbing	1.62	15.64	15.54	0.03	1.19	0.67
Grading/Excavation	7.75	77.34	69.15	0.15	3.64	3.03
Drainage/Utilities/Subgrade	6.72	55.85	65.81	0.15	5.83	3.06
Paving	6.36	52.26	64.39	0.15	5.62	2.86
Maximum Daily Emissions	**7.75**	**77.34**	**69.15**	**0.15**	**5.83**	**3.06**
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0, with input construction equipment data sourced from RCEM version 9.0.1. Refer to Appendix A for Model Data Outputs.

Notes: Emissions taken of the season, summer, or winter, with the highest outputs. Building construction, paving, and painting are assumed to occur simultaneously. Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables 11-4 and A11-9-A) were applied.

As shown in Table 4.3-1, emissions generated during Project construction would not exceed the SCAQMD's regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard.

Localized Construction Significance Analysis

The nearest sensitive receptors to the Project Site are residences located directly south of the Project Site. 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 impacts associated with Project-specific level proposed projects.

For this Project, the appropriate Source Receptor Area (SRA) for the localized significance thresholds is Perris Valley, SRA 35. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD has produced lookup tables for projects that disturb one, two and five acres. The Project Site is greater than five acres. However, the SCAQMD has also issued guidance on applying the CalEEMod emissions software to LSTs for projects greater than five acres. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 4.3-2 is used to determine the maximum daily disturbed acreage for comparison to LSTs.

Table 4.3-2. Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Acres Graded/ Disturbed per 8-Hour Day	Equip-ment Quantity	Operat-ing Hours per Day	Acres Graded per Day
Clearing/Grubbing	Crawler Tractors	0.5	2	8	1.0
	Excavators	0.0	3	8	0.0
				Clearing/Grubbing Total:	**1.0**
Grading/Excavation	Crawler Tractors	0.5	2	8	1.0
	Graders	0.5	3	8	1.5
	Excavators	0.0	4	8	0.0
	Scrapers	1.0	3	8	3.0
	Tractors/Loaders/ Backhoes	0.0	5	8	0.0
	Rubber Tired Loaders	0.0	2	8	0.0
	Pumps	0.0	3	8	0.0
				Grading/Excavation Total:	**5.5**
Drainage/Utilities/ Subgrade	Air Compressors	0.0	2	8	0.0
	Graders	0.5	2	8	1.0
	Rough Terrain Forklifts	0.0	2	8	0.0
	Generator Sets	0.0	2	8	0.0
	Pumps	0.0	2	8	0.0
	Plate Compactors	0.0	2	8	0.0
	Scrapers	1.0	2	8	2.0
	Tractors/Loaders/ Backhoes	0.0	4	8	0.0
				Drainage/Utilities/Subgrade Total:	**3.0**

As shown in Table 4.3-2, Project implementation could potentially disturb a total maximum of 1.0 acres during the clearing/grubbing phase, 5.5 acres during the grading/excavation phase, and 3.0 acres during drainage/utilities/subgrade construction phase. The SCAQMD has produced lookup tables for projects that disturb one, two and five acres. While the Project Site could potentially disturb over five acres during the grading/excavation phase, the LST threshold value for a five-acre site is employed from the LST lookup tables. This is conservative since the analysis will only account for the dispersion of air pollutants

over five acres before reaching sensitive receptors, as opposed to accounting for the dispersion of air pollutants over a greater 5.5-acre area.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The nearest sensitive receptors to the Project Site are the residences directly south of the Project Site. Notwithstanding, the SCAQMD Methodology explicitly states: "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Therefore, LSTs for receptors located at 25 meters were utilized in this analysis. The SCAQMD's methodology clearly states that "offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "onsite" emissions outputs were considered. Table 4.3-3 presents the results of localized emissions from the most polluting activity for each year of construction.

Table 4.3-3. Construction-Related Emissions (Localized Significance Analysis)

Activity	Onsite Pollutant (pounds per day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Clearing/Grubbing (1.0 Acres)	15.61	14.86	1.06	0.64
SCAQMD Localized Significance Threshold (1 Acre)	*118.00*	*602.00*	*4.00*	*3.00*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**
Grading/Excavation (5.5 Acres)	77.21	66.96	3.20	2.91
SCAQMD Localized Significance Threshold (5 Acres)	*234.00*	*1,100.00*	*7.00*	*4.00*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**
Drainage/Utilities/Subgrade (3.0 Acres)	49.67	48.68	2.06	1.96
SCAQMD Localized Significance Threshold (3.0 Acre)	*203.33*	*1,114.33*	*9.00*	*5.33*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.
Notes: Emissions taken of the season, summer, or winter, with the highest outputs. Building construction, paving, and painting are assumed to occur simultaneously. Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables 11-4 and A11-9-A) were applied.

Table 4.3-3 shows that the emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts

would not occur concerning LSTs during construction activities. Therefore, significant impacts would not occur concerning LSTs during construction activities.

Long-Term Operational Impacts

Regional Operation Significance Analysis

The Proposed Project itself would not generate automobile trips, a source of air pollutant emissions, but would instead accommodate more efficient vehicular travel within Menifee. The Project would not include the provision of any new permanent stationary source of criteria air pollutant emissions. Thus, the Project, by its nature, would not generate quantifiable criteria emissions from Project operations.

Localized Operation Significance Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources (e.g., smokestacks) or attracts heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Proposed Project does not include such uses. Therefore, in the case of the Proposed Project, the operational LST protocol is not applied. This impact is less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

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 the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptors to the Project Site are residences located directly south of the Project Site.

Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term emissions of diesel particulate matter (DPM), ROG, NOx, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The portion of the SoCAB which encompasses the Project Site is designated as a nonattainment area for federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, $PM_{2.}5$, and PM_{10} standards (CARB 2019). Thus, existing O_3, PM_{10}, and $PM_{2.5}$ levels in the SoCAB are at unhealthy levels

during certain periods. However, as shown in Table 4.3-1 and Table 4.3-2, the Project would not exceed the SCAQMD regional or localized significance thresholds for emissions.

The health effects associated with O_3 are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O_3 precursor emissions (ROG or NOx) in excess of the SCAQMD thresholds, the Project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary TAC of concern. PM_{10} exhaust, which contains $PM_{2.5}$ exhaust as a subset, is considered a surrogate for DPM as all diesel exhaust is considered to be DPM. As with O_3 and NOx, the Project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. Accordingly, the Project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, Project construction would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Furthermore, the Project has been evaluated against the SCAQMD's LSTs for construction. As shown in Table 4.3-3, the emissions of pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors.

Operational Air Contaminants

In 2005 CARB issued a guidance document on air quality and the location of sensitive land uses in proximity to sources of air toxins. The main health concern related to air quality is the increased exposure of nearby sensitive receptors to DPM. DPM is also the primary TAC of concern for construction activity. As previously described, the Project Site is adjacent to sensitive receptors. However, Project operations are not anticipated to generate any truck trips and would not be a substantial source of DPM. As such, the Project would not contribute to adverse health impacts associated with operational generated air contaminants.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SoCAB is designated as in attainment. Detailed modeling of Project-specific CO "hot spots" is not necessary and thus this potential impact is addressed qualitatively.

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the South Coast Air Quality Management District's (SCAQMD's) *1992 Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 AQMP can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD is the air pollution control officer for much of southern California. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). In order to establish a more accurate record of baseline CO concentrations affecting Los Angeles, a CO "hot spot" analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway. Thus, there was no violation of CO standards.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD), the air pollution control officer for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more

than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

The Project proposes to widen McCall Boulevard from two lanes to four lanes from Oak Hurst Avenue to Menifee Road to accommodate existing and projected traffic volumes. The Proposed Project itself would not generate automobile trips but would instead accommodate more efficient vehicular travel within Menifee. Thus, the Proposed Project would not generate traffic volumes at any intersection of more than 100,000 vehicles per day (or 44,000 vehicles per day) and there is no likelihood of the Project traffic exceeding CO values. This impact is less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Less than Significant Impact.

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

During construction, the Proposed Project has the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the Project Site. However, these emissions would be

short-term in nature and would rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would not adversely affect a substantial number of people.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses identified by the SCAQMD as being associated with odors. This impact is less than significant.

4.2.5 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.4 Biological Resources

A Biological Technical Report and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis (ECORP 2022a; Appendix B) was prepared for the Proposed Project. The results of these reports are summarized below.

A reconnaissance-level biological survey of the Project Site and a 500-foot buffer area (collectively called the Survey Area) was conducted to document the existing biological resources, to assess the habitat for its potential to support sensitive plant and wildlife species, and to determine whether Project-related impacts would occur to sensitive biological resources, as required under the California Environmental Quality Act (CEQA). A burrowing owl (BUOW; *Athene cunicularia*) habitat assessment was conducted concurrently with the biological reconnaissance survey to determine if any suitable BUOW habitat or suitable BUOW burrows were present. The Survey Area provided suitable habitat for BUOW; therefore, an ECORP biologist conducted a focused burrow survey on the same day as the biological survey.

4.4.1 Environmental Setting

The Survey Area consists of McCall Boulevard and adjacent developed and undeveloped areas. Areas surrounding the Survey Area are comprised of a mix of single-family residential developments, mostly fallow and some active agricultural land, open space, and a medical facility.

4.4.1.1 Vegetation Communities

The majority of the approximately 22-acre Survey Area is within previously developed or disturbed areas along and adjacent to McCall Boulevard. Two vegetation communities (coastal sage scrub and nonnative annual grassland) and five land cover types (agriculture, disturbed [ruderal], landscaped/ornamental, open water, and urban/developed) occur within or adjacent to the Survey Area.

4.4.1.2 Soils

Soil types within the Survey Area include several classifications, the majority of which are sandy to fine sandy loam. There are two relatively small areas that were mapped as Auld clay, 8- to 15-percent slopes

and Auld cobbly clay, 8- to 50-percent slopes. The area mapped as Auld clay was developed and is currently covered by residential homes. The Auld cobbly clay area is partially developed with residential homes with a small portion that has overlap with the Survey Area buffer, in the western extent and adjacent to Aspel Road (south of McCall Boulevard [NRCS 2022]). The Survey Area is generally flat; however, there is a portion that overlaps with a cut-through of a small northern projection of the Menifee Mountain landform that occurred during original construction of McCall Boulevard. Elevations at the Project Site range from approximately 1,470 feet to approximately 1,595 feet above mean sea level.

4.4.1.3 Potential Waters of the U.S.

Based on the results of the literature review, the Project Site does not have any state or federally protected wetlands or Waters of the U.S. The National Wetlands Inventory (NWI) query resulted in a total of two features that overlap with the Project Site which include a riverine feature and a freshwater pond (Appendix B). These two NWI mapped features are depicted in Appendix B. Both features have been disrupted and removed due to human development.

4.4.1.4 Special-Status Plants and Wildlife

The literature review and database searches identified 66 special-status plant species records within the vicinity of the Project Site; however, none of the records have direct overlap with the Project Site or 500-foot buffer. Due to the level of disturbance/development for much of the Project Site special-status plant species are not expected to occur. The one exception is the portion of the Project Site that is located near McCall Boulevard and Summit Street. This area is north of McCall Boulevard, has an approximate area of one acre, and comprises relatively undisturbed sage scrub habitat with granite boulder outcrops (Appendix B).

Of the 66 special-status plant species queried through database review, a total of three are expected to have the potential to occur due to suitable habitat and a likelihood of presence based on other records in the vicinity. The following three special-status plants have the potential to occur within the undisturbed coastal sage scrub habitat that exists within the Project Site. Furthermore, these species were determined to have the potential to occur due to proximity of the Project Site to other records.

- Parry's spineflower (*Chorizanthe parryi* var. *parryi*), California Rare Plant Rank (CRPR) 1B.1, MSHCP Covered;
- Long-spined spineflower (*Chorizanthe polygonoides* var. *longispina*), CRPR 1B.2, MSHCP Covered; and
- White rabbit-tobacco (*Pseudognaphalium leucocephalum*), CRPR 2B.2.

Most of the Project Site lacks vegetation due to the high portion of development and level of disturbance. Special-status plants were not observed within the Project Site or the 500-foot buffer.

4.4.1.5 Special-Status Wildlife

The literature review and database searches identified 31 special-status wildlife species records within 5-miles of the Project Site. One record overlaps the Project Site, a 1988 Stephens' kangaroo rat (*Dipodomys stephensi*) record, which was mapped as a polygon with nonspecific accuracy. There are no other records which have direct overlap with the Project Site or 500-foot buffer. Due to the level of disturbance/development for much of the Project Site special-status wildlife species are not expected to occur. One exception is the portion of the Project Site located near McCall Boulevard and Summit Street. This area is north of McCall Boulevard, has an approximate area of one acre, and comprises relatively undisturbed sage scrub habitat with granite boulder outcrops.

Of the 31 special-status wildlife species queried through database review a total of four are expected to have the potential to occur due to suitable habitat and a likelihood of presence based on other records in the vicinity. The following four special status wildlife species have the potential to occur within the undisturbed coastal sage scrub habitat that exists within the Project Site. Furthermore, these species were determined to have the potential to occur due to proximity of other records to the Project Site.

- BUOW, CDFW Species of Special Concern (SSC), MSHCP Covered;
- Stephens' kangaroo rat, federally and state-listed (threatened), MSHCP Covered;
- San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), CDFW SSC, MSHCP Covered; and
- San Diego desert woodrat (*Neotoma lepida intermedia*), CDFW SSC, MSHCP Covered.

Coastal California gnatcatcher, federally listed (threatened) and a State of California SSC, was detected within coastal sage scrub habitat at one location within the Project Site near its midpoint and at one additional location within the 500-foot buffer, near the western end of the Project Site (Figure 6 of Appendix B). Both detections were presumed to be different individuals, unpaired.

Although BUOW were not observed at the time of site reconnaissance, a total of four potential burrows were observed, one of which was at the edge of the Project Site. Three were encountered at the western end of the Survey Area, and within the buffer. Another potential burrow was located toward the eastern half of the Survey Area, at Dales Street and McCall Boulevard. None of the potential burrows had indication of BUOW sign and were presumed to belong to a small mammal (squirrel or rabbit). Figure 6 of Appendix B depicts the location of potential BUOW burrows.

Potential nesting habitat for ground-nesting bird species, migratory birds, and raptors is present within and outside of the Project Area, mainly within the ornamental trees and coastal sage scrub areas. The disturbed areas and undeveloped areas of the Survey Area also provide marginal foraging habitat for various avian species.

4.4.1.6 Wildlife Movement Corridors

As part of the Biological Technical Report the Project Site was assessed for its ability to function as a wildlife corridor. The Project is not located within an MSHCP Area Plan Subunit and is not located within any of the identified existing or proposed Cores and Linkages. The Project Site is disturbed and is generally surrounded by human development. It is not likely that the Project Site functions in local wildlife movement due to the fact that it is adjacent to paved roads that serve as a busy thoroughfare for traffic (Appendix B). Additionally, the Project Site is relatively isolated from large, contiguous blocks of native habitat. Menifee Mountain provides a large amount of open space and natural areas, but that landform does not have direct connection to any other open space areas. Salt creek is located approximately 1.5 miles southeast of the Project Site. Interstate 215 runs north-south and to the west of the Project Site and is a large barrier to regional wildlife movement.

4.4.1.7 Western Riverside County MSHCP

An MSHCP analysis was prepared to evaluate the Proposed Project with respect to the Project's compliance with MSHCP Reserve assembly requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). These resources were assessed during the reconnaissance survey and are discussed below in relation to the Project.

The Project Site is located within the planning area for the MSHCP, but outside of any Cell Groups, Criteria Cells, and Subunit designations (Appendix B). As such, the Project is not subject to the Joint Project Review or Habitat Acquisition and Negotiation processes.

Best Management Practices (BMPs)

The Western Riverside County MSHCP outlines standard Best Management Practices (BMPs) which are intended in part to reduce impacts to plant communities, special-status plant and wildlife species, and jurisdictional waters. Because the Project Site is located within the MSHCP boundary, the Project would be required to comply with the standard BMPs found in the MSHCP. The Project would comply with the following BMPs, as applicable. It is important to note many of these BMP's are not applicable as the Project Site does not have any sensitive habitat. Regardless, the following standard MSHCP BMPs have been included as required:

1. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for Project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the ESA [Act] and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the Project, and the access routes to and Project Area boundaries within which the Project activities must be accomplished.

2. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.

3. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via preexisting access routes to the greatest extent possible.

4. The upstream and downstream limits of the Project's disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.

5. Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.

6. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian identified in MSHCP Global Species Objective No. 7.

7. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments offsite. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.

8. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, USFWS, CDFW, and RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

9. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.

10. The qualified Project biologist shall monitor vegetation clearing to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the Project footprint.

11. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to preexisting contours and revegetated with appropriate native species.

12. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

13. To avoid attracting predators of the species of concern, the Project Area shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

14. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the Proposed Project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the Project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

15. The Permittee [County] shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with Project approval conditions including these BMPs.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

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

Less than Significant with Mitigation Incorporated.

Special Status Plants

Most of the Project Site lacks vegetation due to the high volume of development and the level of disturbance. The literature review and database searches identified 66 special-status plant species that occur near the Project Site, a total of three have the potential to occur due to suitable habitat and a likelihood of presence based on records within the vicinity. Furthermore, Special-status plants were not observed within the Project Site or the 500-foot buffer. Therefore, impacts to special status plants would be less than significant.

Narrow Endemic Plant Species

A small section in the western portion of the Project Site is located within the mapped Narrow Endemic Plant Species Survey Area (NEPSSA) for Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading Navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wrights trichocoronis (*Trichocoronis wrightii* var. *wrightii*) (Appendix B). The survey was not conducted at the appropriate time of year for detection of most rare plant species in the Plan area. Implementation of Mitigation Measure MM-BIO-3 would reduce potential

impacts to rare plant species with potential to occur not encountered at the time of biological reconnaissance surveys to a less than significant level.

Special Status Wildlife

Of the 31 special-status wildlife species identified in the literature search, four species were found to have a moderate potential to occur; burrowing owl, black-tailed jackrabbit, desert woodrat, and Stephens' kangaroo rat. Additionally, nesting birds protected by the Migratory Bird Treaty Act of 1918 (MBTA) may occur on the Project Site. Potential impacts to these species are discussed below.

During the general reconnaissance survey/BUOW habitat assessment and survey that occurred in support of this document, only one special-status species was detected – the coastal California gnatcatcher. Other than this species it is not anticipated that there would be special-status species present on the Project Site. However, additional surveys and actions will need to occur prior to construction to verify presence or absence of the following species and other resources:

Coastal California gnatcatcher

The coastal California gnatcatcher was detected during the survey foraging in coastal sage scrub habitat to the south and north of the Project Site. The local landform that supports coastal sage scrub in the vicinity of the Project Site is Menifee Mountain. The original construction of McCall Boulevard cut through an extension of the Menifee Mountain landform, which created an isolated hill covered by coastal sage scrub. There is a possibility that nesting coastal California gnatcatcher could be present within and adjacent to the Project Site at the time of construction. To avoid potentially significant impacts to coastal California gnatcatcher (direct and indirect), Mitigation Measure MM-BIO-1 will be implemented.

Burrowing Owl

The Project Site is located within a designated survey area under the MSHCP for BUOW (Appendix B). Per MSHCP requirements (Section 6.3.2), focused surveys will be required on the Project Site to further ascertain presence of the species. The biological reconnaissance survey and habitat assessment determined that marginally suitable BUOW habitat, including the presence of potential burrows, was present in the Survey Area. The soils within select portions of the Project Site appeared to have been recently disturbed, which reduces the Project Site's suitability for BUOW. No BUOW or BUOW sign were observed during the survey. However, due to the mobile nature of the species, it is possible that BUOW could use the Project Site prior to the start of Project activities. There is a possibility that BUOW could be present within and adjacent to the Project Site. To avoid potentially significant impacts to BUOW (direct and indirect), COA-BIO-1 will be implemented.

Black-tailed jackrabbit / Desert woodrat

Black-tailed jackrabbit and desert woodrat could utilize the sage scrub habitat that overlaps with the Project Site. There is a possibility that these two species could be present within and adjacent to the Project Site. To avoid potentially significant impacts to these species (direct and indirect), Mitigation Measure MM-BIO-2 will be implemented.

Stephens' kangaroo rat

The Project Site is located within the Stephens' kangaroo rat fee assessment area that requires the payment of the appropriate fee set forth in Riverside County Ordinance No. 663. Stephens' kangaroo rat has a low potential to occur on the Project Site due to the marginally suitable habitat present in the coastal sage scrub habitat and loose friable soils; however, the relatively isolated nature of the Project Site being surrounded by urban development and the recent and ongoing mechanical disturbances to soils on the Project Site likely preclude this species from occurring. To offset impacts to the species to less than significant, all applicants for development permits within the fee assessment area are required to pay a mitigation fee as detailed in COA-BIO-2.

Nesting Birds

The trees on and immediately adjacent to the Project Site, as well as coastal sage scrub within and adjacent to the Project Site, could provide nesting habitat for nesting birds and raptors protected by the MBTA and California Fish and Game Code. Furthermore, the Project Site could provide nesting habitat for ground-nesting bird species. Implementation of COA-BIO-3 would reduce potentially significant impacts to these species (direct and indirect) to a less than significant level.

The western extent of the Survey Area overlaps with a MSHCP NEPSSA. The survey conducted in support of this document occurred during a time of year when many rare plant species would not be present or identifiable. Prior to construction, surveys for narrow endemic species and other rare plants should occur in suitable habitat. There is a possibility that rare plants could be present within and adjacent to the Project Site. Implementation of MM-BIO-3 would reduce potentially significant impacts to rare plants (direct and indirect), to a less than significant level.

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

No Impact.

The Project Site consists of disturbed and developed lands and does not support any sensitive natural communities. Additionally, the Project Site does not contain any riparian habitat or sensitive natural communities that would need to be preserved. Therefore, no impact to sensitive natural communities would occur.

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

Less than Significant Impact.

State or federally protected wetlands or Waters of the U.S. were not observed on the Project Site. Implementation of Western Riverside County MSHPC Best Management Practices would reduce any potential impacts to wetlands to a less than significant level.

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

No Impact.

The Project Site is located within and adjacent to areas containing existing disturbances (e.g., paved roads and urban development). The Project Site is disturbed and contains poor vegetative cover. No migratory wildlife corridors or native wildlife nursery sites were identified within the Project Site. Therefore, the Proposed Project would not interfere with wildlife movement, corridors, or nursery sites. No impact would occur.

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

No Impact.

Although the City is a participant in several broader plans and programs to protect biological resources, including the Western Riverside County MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan, the City does not have any local policies or ordinances for the protection of biological resources (Appendix B). No impact would occur.

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

Less than Significant with Mitigation Incorporated.

The Project Site is located within the planning area for the Western Riverside County MSHCP. The Project Site is not located within any Conservation Areas, Criteria Cells, or Subunit designations according to the MSHCP. The Project Site is not located within any MSHCP-designated survey areas for special-status species.

Section 6.0 of the MSHCP requires assessment of the potential effects from a 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 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 Proposed Project.

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 only aquatic feature identified within the Project Site that may potentially be considered a resource under the jurisdiction of the USACE, Regional Water Quality Control Board (RWQCB), and CDFW is an ephemeral drainage north of McCall Boulevard, east of the citrus grove that is adjacent to the medical facility (Appendix B).

All other drainages within the Project Site are manmade, including gutters, culverts, and storm drains. Such features are likely not jurisdictional to state and federal agencies and do not meet the MSHCP definitions of riparian or riverine habitat due to their functionality as stormwater conveyance, isolation from natural drainages, lack of wetland characteristics, and lack of correspondence to historic, natural drainage features. The Project Site does not contain vernal pool habitat or suitable habitat for fairy shrimp, nor is riparian vegetation present within the Project Site.

Narrow Endemic Plant Species (MSHCP Section 6.1.3)

The RCA MSHCP Information Map was reviewed to determine whether the Project Site is located within a Narrow Endemic Plant Species Survey Area (NEPSSA), in accordance with Section 6.1.3 of the MSHCP. A small section in the western portion of the Project Site is located within the mapped NEPSSA for Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading Navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and

Wrights trichocoronis (*Trichocoronis wrightii* var. *wrightii*) (Appendix B). The survey was not conducted at the appropriate time of year for detection of most rare plant species in the Plan area. Implementation of MM-BIO-3 would reduce potential impacts to rare plant species with potential to occur not encountered at the time of biological reconnaissance surveys to a less than significant level.

Burrowing Owl Habitat Assessment and Focused Surveys (MSHCP Section 6.3.2)

Projects within the MSHCP BUOW Survey Area are subject to the MSHCP BUOW survey requirements. The majority of the Project Site is within the MSHCP BUOW Survey Area (Appendix B). In accordance with Section 6.3.2 of the MSHCP, a habitat assessment for BUOW was performed on November 11, 2022, in accordance with Step 1 of the MSHCP BUOW survey guidelines (County of Riverside 2006). Potentially suitable BUOW habitat was identified through the presence of open grassland and potentially suitable burrows. Therefore, a focused burrow survey (Appendix B) was conducted within the entire Project Site and by binoculars within a 500-foot buffer zone. Four burrows of suitable size and shape for BUOW usage were identified within the Survey Area during the focused surveys, one within the Project Site and three within the 500-foot buffer (Appendix B), but BUOWs and BUOW sign (e.g., whitewash, pellets, feathers) were neither observed nor detected. California ground squirrels, a small mammal species that BUOWs often rely on for burrow construction, were associated with the burrows on the Project Site.

Due to the presence of suitable habitat including presence of potential burrows within and adjacent to the Project Site, four focused BUOW surveys (Step 2, Part B) are to be conducted, most effectively within the BUOW breeding season (March 1 through August 31), and a preconstruction survey will need to be conducted no more than 30 days prior to site disturbance to maintain compliance with the BUOW protection measures in the MSHCP (Appendix B). The preconstruction survey shall follow the protocols set forth in the MSHCP BUOW survey guidelines and the California Department of Fish and Game (CDFG) Staff Report on Burrowing Owl Mitigation (Appendix B).

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 the Project Site because the Project Site is not situated adjacent to any wildlands or MSHCP designated Conservation Areas. The Project Site is relatively isolated from larger, contiguous blocks of native habitat and completely surrounded by residential development, urban development, and other anthropogenic land use. A net long-term increase of edge impacts is not expected as a result of this Project.

Additional Surveys (MSHCP Section 6.3.2)

The Project Site is not located within the amphibian species, criteria area species, or mammalian species survey areas. Therefore, no further habitat assessments or surveys, other than the aforementioned BUOW, focused rare plant, and wetland delineation surveys, are required.

Burrowing Owl

The Project Site is located within a designated survey area under the MSHCP for BUOW (Appendix B). There is a possibility that BUOW could be present within and adjacent to the Project Site. Implementation

of COA-BIO-1 would reduce potentially significant impacts to BUOW (direct and indirect) to a less than significant level.

Stephen's Kangaroo Rat HCP

The Project Site is located within the Stephens' kangaroo rat fee assessment area that requires the payment of the appropriate fee set forth in Riverside County Ordinance No. 663 as mitigation for loss of habitat for the species (Appendix B). Stephens' kangaroo rat has a low potential to occur on the Project Site due to the marginally suitable habitat present in the coastal sage scrub habitat and loose friable soils; however, the relatively isolated nature of the site being surrounded by urban development and the recent and ongoing mechanical disturbances to soils on the Project Site likely preclude this species from occurring. To offset impacts to the species to less than significant, all applicants for development permits within the fee assessment area are required to pay a mitigation fee as detailed in COA-BIO-2. Implementation of COA-BIO-2 would reduce impacts to a less than significant level.

Narrow Endemic Plant Species

The western extent of the Survey Area overlaps with a MSHCP NEPSSA. The survey conducted in support of this document occurred during a time of year when many rare plant species would not be present or identifiable. Prior to construction, surveys for narrow endemic species and other rare plants should occur in suitable habitat. There is a possibility that rare plants could be present within and adjacent to the Project Site. Implementation of MM-BIO-3 would reduce impacts to Narrow Endemic plant species to a less than significant level.

There is potential for impacts to occur to the single ephemeral drainage feature identified within and adjacent to the Project Site. However, no riparian habitat is associated with the drainage, therefore focused riparian bird surveys are not required. In order to alleviate site runoff during construction, and control water quality, standard BMPs as noted above will be implemented during construction. These BMPs include clearly delineating the limits of disturbance, dust control measures, and the use of sandbags/straw wattles as appropriate.

4.4.3 Mitigation Measures

MM-BIO-1: Coastal California Gnatcatcher. The MSHCP does not have specific survey requirements for this species. However, within seven days of commencement of construction, a biologist specializing in the identification of coastal California gnatcatcher shall survey the Project Site and a 500-foot buffer to determine if this species is present and/or nesting if construction is planned during the breeding season (typically February 1 through August 31). If nesting behavior indicative of an active nest is detected within the Project Site, the location shall be avoided until the nest becomes inactive. A biologist will establish an appropriate no-work buffer until the nest becomes inactive. Routine monitoring of the nest shall occur to verify that disturbance to the nest is not occurring.

MM-BIO-2: Black-tailed Jackrabbit and Desert Woodrat. If construction activities are planned in areas with coastal sage scrub habitat, then a biologist will conduct a pre-activity survey to document presence/evidence of black-tailed jackrabbit or woodrat middens. If potential jackrabbit dens are encountered the biologist will determine if there are multiple entries and collaborate with and monitor equipment operators to ensure that they slowly excavate or grade soil so that the animal(s) has(have) a chance to flee the den, and the work area. If middens are encountered the biologist will explain how to carefully deconstruct the midden with hand tools or equipment. The biologist will monitor workers during deconstruction of the midden to allow for the animal(s) to flee the midden, and work area. The biologist will indicate that deconstruction of a midden should occur carefully and start from the top portion to the lowest portion of the structure, working in thirds of the overall volume of material to the extent possible.

MM-BIO-3: Rare Plant Surveys. Prior to construction and at the appropriate time of year, focused rare plant surveys shall occur in all portions of the Project Site that could support rare plants. Surveys must occur during the typical blooming period for all species with the potential to occur within the Project Site as well as those pertaining to the Narrow Endemic Plant Species Survey Area (NEPSSA). More than one survey may be necessary to meet this requirement, because blooming periods vary for many plant species. Surveys methods must include 100-percent survey coverage, which can be attained by walking transects spaced appropriately, and no more than 10 meters apart.

4.4.4 Conditions of Approval

COA-BIO-1: Preconstruction Surveys for Burrowing Owl. Due to the presence of suitable habitat, including potential burrows, four focused burrowing owl surveys shall be conducted on the Project Site and within a 500-foot buffer during the burrowing owl breeding season (March 1 through August 31) in accordance with the Western Riverside County MSHCP Burrowing Owl Survey Instructions (County of Riverside 2006). If survey results are negative (i.e., no occupied burrows or live burrowing owls are detected) and ground-disturbing Project activities are scheduled to begin within 30 days of the final survey, then no additional preconstruction survey or biological monitoring requirements will be necessary. If survey results are positive (i.e., presence of occupied burrows with sign present [such as whitewash, feathers, pellets, bones of prey items] or live owls) and impacts to the species are unavoidable, then additional mitigation measures will need to be implemented to offset impacts to burrowing owl. These measures shall be developed in accordance with the CDFW Staff Report on Burrowing Owl Mitigation (2012) and may include seasonal work restrictions, establishing a non-disturbance buffer around each burrow location, biological monitoring, or passive relocation. If Project ground-disturbing activities are scheduled to occur more than 30 days following the final focused burrowing owl survey, then preconstruction surveys for burrowing owl shall take place no more than 30 days prior to the start of ground-disturbing activities, regardless of whether Project activities are scheduled to occur during the burrowing owl breeding season or not. The surveys shall be performed in accordance with the Western Riverside MSHCP Burrowing Owl Survey Instructions

(County of Riverside 2006) and the CDFG Staff Report on Burrowing Owl Mitigation (CDFG 2012). If preconstruction survey results are negative, no further action is required for protection of burrowing owls. If preconstruction survey results are positive and impacts to burrowing owls are unavoidable, then additional mitigation measures will need to be implemented consistent with those described for positive focused surveys above.

COA-BIO-2: Stephens' Kangaroo Rat Mitigation Fee. All applicants for development permits within the Stephens' kangaroo rat fee assessment area are required to pay a mitigation fee prior to issuance of a grading permit for impacts to covered species and habitat. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663.

COA-BIO-3: Preconstruction Survey for Nesting Birds. Wherever feasible, any ground-disturbing activities shall be conducted during the nonbreeding season for birds (approximately September 1 through January 31) in order to avoid violations of the MBTA and California Fish and Game Code §§ 3503, 3503.5 and 3513. If activities with the potential to disrupt nesting birds are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist who is experienced in the identification of avian species and conducting nesting bird surveys no more than three days prior to the start of construction activities. The nesting bird survey shall include the Project Site and adjacent areas where Project activities have the potential to cause nest failure. If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, avoidance or minimization measures shall be undertaken to avoid potential Project-related impacts. Measures may include establishment of a non- disturbance buffer until nesting has been completed as determined through periodic nest monitoring by the biologist. The size of the non-disturbance buffer will be determined by the Project biologist. Typically, this is 300 feet from the nest site in all directions (500 feet is typically recommended by CDFW for raptors) until the juveniles have fledged and there has been no evidence of a second attempt at nesting.

4.5 Cultural Resources

ECORP Consulting, Inc. (ECORP) prepared a Cultural Resources Inventory Report (ECORP 2023; Appendix C) for the Proposed Project to determine if cultural resources were present in or adjacent to the Project Area and assess the sensitivity of the Project Area for undiscovered or buried cultural resources. Cultural resources include prehistoric archaeological sites, and historic structures, and generally consist of artifacts, food waste, structures, and facilities made by people in the past. Prehistoric archeological sites are places that contain the material remains of activities carried out by the native population of the area (i.e., Native Americans) prior to the arrival of Europeans in Southern California. Places that contain the material remains of activities carried out by people during the period when written records were produced after the arrival of Europeans are considered historic archeological sites. Historic structures include houses, garages, barns, commercial structures, industrial facilities, community buildings, and other structures and

facilities more than 50 years old. Historic structures may also have associated archaeological deposits, such as abandoned wells, cellars, privies, refuse deposits, and foundations of former outbuildings.

ECORP requested a records search for the property at the Eastern Information Center (EIC) of the California Historical Resources Information System (CHRIS) at University of California, Riverside on November 4, 2022 (ECORP 2023). The purpose of the records search was to determine the extent of previous surveys within a one-mile (1,600-meter) radius of the Proposed Project location, and whether previously documented pre-contact or historic archaeological sites, architectural resources, or traditional cultural properties exist within this area. EIC staff completed and returned the records search to ECORP on March 22, 2023.

In addition to the records search, ECORP contacted the California Native American Heritage Commission (NAHC) on November 4, 2022, to request a search of the Sacred Lands File for the Project Area (ECORP 2023). This search will determine whether or not the California Native American tribes within the Project Area have recorded Sacred Lands, because the Sacred Lands File is populated by members of the Native American community with knowledge about the locations of tribal resources.

The information provided below is an abridged version of the Cultural Resources Inventory Report and is included here to provide a brief context of the potential cultural resources in the Project Area (ECORP 2023; Appendix C).

4.5.1 Environmental Setting

The Project Area is located approximately 0.9-mile north of the peak of Menifee Mountain. Elevations within the Project Area range from 446 to 451-feet above mean sea level (amsl). McCall Boulevard connects Sun City in the southwest to Menifee in the northeast as it crosses over Windmill Hill in Menifee Valley. Menifee Valley is a level area composed of old alluvial fans from the nearby mountains and contains numerous bedrock outcroppings surrounded by grassland.

4.5.2 Geology and Soils

Morton et al. (2003) describe the geology of the Project Area as old alluvial fan deposits (late to middle Pleistocene). These include gabbro (Cretaceous), mainly hornblende gabbro typically brown-weathering and medium to very coarse-grained hornblende gabbro; interlayered phyllite (or schist); and quartzite (Mesozoic interlayered), relatively pure quartzite, and phyllite.

According to the Natural Resources Conservation Service Web Soil Survey (ECORP 2023), the soil surrounding the Project Area consists of several different soil types:

- Cieneba rocky sandy loam, 15 to 50 percent slopes, eroded;
- Exeter sandy loam, 2 to 8 percent slopes, eroded;
- Monserate sandy loam, 0 to 5 percent slopes, eroded; and
- Hanford coarse sandy loam, 2 to 8 percent slopes.

There exists a potential for buried pre-contact archaeological sites in the Project Area due to the presence of alluvium and grasslands surrounding bedrock.

4.5.3 Project Area History

The area of Menifee was first inhabited by the Cahuilla. By the 1700s, the area, and greater California, fell under Spanish rule, with serious attempt to colonize and control the area by aligning with European forces during the Seven Years War (1756-1763). It wasn't until 1850 that California was annexed by the United States, and by this time, farming had already become a well-established practice. In 1880, a large quartz lode was discovered by miner Luther Menifee Wilson in the area, which spurred the beginning of mining activities. The city would eventually adopt his name, as well as the valley, because of his mining claim. Prior to this, the early developed area was referred to as Sun City in the 1960s and was meant to be an active retirement community (ECORP 2023).

Early settlers of the Menifee area gave family names to some of its roads in the 1940s, with these roads leading to properties owned by these families. These family road names do not match the designated road names today, however this knowledge remains a part of the culture of Menifee, with some of the names such as Menifee Road, named for the miner of the same name mentioned previously, Briggs Road, for the Briggs family in the 1894, when they discovered gold in the area, and Zeiders Road, named for Walter Zeider who came from Pennsylvania, married a local woman, raised a family and still have five generations living in Menifee today (ECORP 2023).

4.5.4 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐

Less than Significant Impact.

ECORP requested a records search for the property at the Eastern Information Center (EIC) of the CHRIS at University of California, Riverside on November 4, 2022 (ECORP 2023). The records search results indicate that eight previous archaeological resources studies have been conducted within the Project Area. As a result of those studies, one site (P-33-12536/CA-RIV-7130) has been previously recorded within the Project Area. The survey effort notes McCall Boulevard and Menifee Road within the Project Area. The previously recorded pre-contact resource overlapping the Project Area, referenced above, was not located within the Project Area during the survey. The portion of the site believed to be intact (not affected by previous development) represents the largest portion. The intact portion is located outside of the Project Area and has been fenced-off to prevent disturbance. Additionally, this site has not been evaluated using NRHP and CRHR eligibility criteria; therefore, it is not currently known whether it is considered a historical resource under CEQA or historic properties under section 106 NHPA (if applicable). For the purposes of this Project, the lead agency may need to treat this site as eligible for the NRHP and CRHR under criteria D

and 4 without formal evaluation (ECORP 2023). Implementation of the City's standard Conditions of Approval COA-CUL-1 through COA-CUL-6 would ensure potential impacts remain less than significant.

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

Less than Significant Impact.

There exists a low potential for buried pre-contact archaeological sites in the Project Area. A search of the Sacred Lands File by the NAHC indicates the presence of Native American cultural resources within the Project Area, and that the potential exists for buried pre-contact deposits within the Project Area based on the presence of known Native American cultural resources. However, the potential for uncovering an unanticipated archaeological resource is considered to be low due to prior disturbances to soils within the Project Area, and the fact that the Proposed Project would not disturb soils deep enough to reach sediments that may contain pre-contact sites, and that the majority of the Project Area is covered with pavement. In cases where ground visibility is hindered by impervious or impermeable surfaces such as landscaping and concrete, and where such circumstances prevent archeological survey or testing by traditional field methods, other sources of information must be utilized in assessing the potential for archeological deposits. The sources reviewed include records search and literature review information, archival records, historic maps and aerial photographs, topographic maps, and geoarchaeological information.

Based on this information and considering the sensitivity of the area, the potential for encountering archeological deposits during ground disturbing activities is considered moderate. Implementation of the City's standard Conditions of Approval COA-CUL-1 through COA-CUL-6 would ensure potential impacts remain less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Less than Significant Impact.

No known human remains are present in the Project Area (ECORP 2023). However, if human remains are inadvertently uncovered during project activities, adherence to the City of Menifee's approved Conditions of Approval (COA-CUL-1, COA-CUL-2, and COA-CUL-4) would ensure potential impacts remain less than significant.

4.5.5 Conditions of Approval

The potential always remains for ground-disturbing activities to expose previously unrecorded cultural resources. Both CEQA and Section 106 of the NHPA require the lead agency to address any unanticipated cultural resource discoveries during Project construction. The City of Menifee has provided the following standard Conditions of Approval to be implemented during project construction.

COA-CUL-1: Human Remains. If human remains are encountered, State Health and Safety Code § 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 § 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 PRC § 5097.98.

COA-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).

COA-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).

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

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

c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work

shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors, if needed.

d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan 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.

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

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

COA-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.

COA-CUL-5: Archeologist Retained. Prior to issuance of a grading permit the City 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 Assembly Bill (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 § 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.

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.

COA-CUL-6: Prior to Final Occupancy 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).

4.6 Energy

Energy relates directly to environmental quality. Energy use can adversely affect air quality and other natural resources. The vast majority of California's air pollution is caused by burning fossil fuels. Consumption of fossil fuels is linked to changes in global climate and depletion of stratospheric ozone. Transportation energy use is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes (auto, carpool, and public transit); vehicle speeds; and miles traveled by these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy. In addition, residential, commercial, and industrial land uses consume energy, typically through the usage of natural gas and electricity. This analysis focuses on the one source of energy that is relevant to the Proposed Project: the equipment fuel necessary for Project construction. The Proposed Project would not have an operational phase, as it would accommodate existing and future vehicular travel within the City of Menifee.

4.6.1 Environmental Setting

4.6.1.1 Energy Types and Sources

California relies on a regional power system comprised of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Natural gas provides California with a majority of its electricity followed by renewables, large hydroelectric and nuclear (California Energy Commissions [CEC] 2022a). Southern California Edison (SCE) provides electrical services to the City of Menifee through state-regulated public utility contracts. SCE, the largest subsidiary of Edison International, is the primary electricity supply company for much of Southern California. It provides 14 million people with electricity across a service territory of approximately 50,000 square miles.

The Southern California Gas Company provides natural gas services to the Project area. As the nation's largest natural gas distribution utility, the Southern California Gas Company delivers natural gas energy to 21.6 million consumers through 5.9 million meters in more than 500 communities. The Southern California Gas Company's service territory encompasses approximately 20,000 square miles throughout Central and Southern California, from Visalia to the Mexican border.

The California Public Utilities Commission (CPUC) regulates SCE and Southern California Gas Company. The CPUC has developed energy efficiency programs such as smart meters, low-income programs, distribution generation programs, self- generation incentive programs, and a California solar initiative.

4.6.1.2 Energy Consumption

Electricity use is measured in kilowatt-hours (kWh) and natural gas use is measured in therms. Vehicle fuel use is typically measured in gallons (e.g., of gasoline or diesel fuel), although energy use for electric vehicles is measured in kWh.

The electricity consumption associated with all nonresidential uses in Riverside County from 2017 to 2021 is shown in Table 4.6-1. As indicated, the demand has increased since 2017.

Table 4.6-1. Non-Residential Electricity Consumption in Riverside County 2017-2021	
Year	**Electricity Consumption (kilowatt hours)**
2021	8,256,708,716
2020	8,014,699,265
2019	8,165,546,506
2018	8,248,461,330
2017	8,229,302,912

The natural gas consumption associated with all nonresidential uses in Riverside County from 2017 to 2021 is shown in Table 4.6-2. As indicated, the demand has increased since 2017.

Table 4.6-2. Nonresidential Natural Gas Consumption in Riverside County 2017-2021	
Year	**Natural Gas Consumption (therms)**
2021	144,212,100
2020	134,823,268
2019	147,961,563
2018	139,190,917
2017	139,148,907

Source: CEC 2022b

Automotive fuel consumption in Riverside County from 2017 to 2021 is shown in Table 4.6-3. Fuel consumption demand has increased since 2017.

Table 4.6-3. Automotive Fuel Consumption in Riverside County 2017-2021	
Year	**Total Fuel Consumption**
2021	1,064,431,273
2020	1,065,594,542
2019	1,072,687,367
2018	96,073,9596
2017	1,063,586,397

Source: CARB 2021

4.6.2 Energy (VI) Environmental Checklist and Discussion

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

Less than Significant Impact.

Operation of the Proposed Project would not result in the consumption of electricity or natural gas at any rate greater than under current conditions and thus, would not contribute to the County wide demand for electricity or natural gas. Energy consumption associated with the Project includes the equipment fuel necessary for construction. Fuel necessary for Project construction would be required for the operation and maintenance of construction equipment and the transportation of materials to the Project Site. The fuel expenditure necessary for Project construction would be temporary.

Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For the purpose of this analysis, the amount of fuel necessary for Project construction is calculated and compared to that consumed in Riverside County in 2021, the most recent full year of data.

The amount of total construction-related fuel use was estimated using ratios provided in the *Climate Registry's General Reporting Protocol for the Voluntary Reporting Program, Version 2.1* (see Appendix D). Energy consumption associated with the Proposed Project is summarized in Table 4.6-4.

Table 4.6-4. Proposed Project Fuel Consumption

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Automotive Fuel Consumption		
Project Construction Year One	88,276 gallons	0.008
Project Construction Year Two	60,591 gallons	0.006

Source: Refer to Appendix D for construction and automotive fuel consumption calculations.
Notes: The Project increases in construction automotive fuel consumption are compared with the Riverside County fuel consumption in 2021, the most recent full year of data.

As indicated in Table 4.6-4, the Project's gasoline fuel consumption during construction is estimated to be 88,276 gallons during the first year of construction and 60,591 gallons during the second year of construction. This would increase the annual construction-related fuel use in Riverside County by 0.008 percent and 0.006 percent, respectively. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of

construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, this impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

No Impact.

The Project proposes to widen McCall Boulevard from two lanes to four lanes from Oakhurst Avenue to Menifee Road in order to accommodate existing and projected traffic volumes. The Proposed Project itself would not generate automobile trips but would instead accommodate more efficient vehicular travel within Menifee. The Project does not include energy consumption sources that are directly subject to state or local energy efficiency plans. The Project would comply with all state and local policy provisions related to renewable energy and energy efficiency, and therefore would not conflict with or obstruct a plan for renewable energy or energy efficiency. Therefore, there is no impact, and no mitigation is required.

4.6.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.7 Geology and Soils

4.7.1 Geomorphic Setting

Menifee lies in the northern part of the Peninsular Ranges Geomorphic Province, which is characterized by northwest-trending mountains and valleys extending from the Los Angeles Basin on the north southeast into Baja California. The province is bounded by the San Andreas fault zone on the east and extends offshore to the west. The northern, onshore part of the province is divided into three major fault-bounded blocks that are, from west to east, the Santa Ana Mountains block, the Perris block, and the San Jacinto Mountains block. The Perris block, where Menifee is located, is bounded by the Elsinore fault zone on the southwest and the San Jacinto fault zone on the northeast. In spite of being surrounded by active fault systems and growing mountain ranges, the Perris block is an area of lower relief that has remained relatively stable and undeformed for thousands of years (Aragón Geotechnical, Inc. 2022; Appendix G).

Movements along the San Andreas, San Jacinto, and Elsinore Faults have elevated the San Jacinto and Santa Ana Mountains blocks and down-dropped the Perris block. In response, the uplifted mountains and hills are rapidly eroding (in geologic time), shedding sand, silt, and gravel and forming fans that are filling the valleys. The alluvial fans of the Menifee area have a range of ages coincident with the rise of the nearby mountains (early Pleistocene to Holocene, approximately 1 million years to less than 11,000 years old). Deposition is still ongoing, with the youngest sediments filling the active drainage channels and floodplains. At depth, this sequence of alluvial sediments is underlain by crystalline rock similar to that exposed in the surrounding hills and mountains (Aragón Geotechnical, Inc. 2022).

The City encompasses numerous brush-covered hills and low mountains surrounded by a series of interconnected, broad, nearly flat-bottomed valleys. The steepest slope and largest cluster of hillsides are located north of Menifee Lakes, traveling northward across McCall Boulevard. Quail Valley also has a significant number of steep hillsides that influence development patterns in the area. Elevations in the City range from about 1,400 feet above mean sea level (AMSL) for the valley floor to approximately 2,600 feet AMSL for the local hills; Bell Mountain is 1,850 AMSL. Menifee includes parts of three valleys: the Perris Valley in the north end of the City, the Menifee Valley in the central part of the City, and the Paloma Valley in the southeast area (Aragón Geotechnical, Inc. 2022).

Most of the developed land uses in Menifee are in the central valleys. Rural and semi-rural residential development has spread out into valley and hillside areas in the northern, western, and southern areas of the City.

4.7.1.1 Regional Seismicity and Fault Zones

The California Department of Conservation, California Geologic Survey (CGS), defines an *active fault* as one that has been subjected to surface displacement within the last 11,000 years. A fault is considered *inactive* if it has not shown geologic evidence of surface displacement in the last 11,000 years.

All of Western Riverside County lies within the Peninsular Ranges Physiographic Province, one of 11 continental provinces recognized in California. The physiographic provinces are topographic-geologic groupings of convenience based primarily on landforms, characteristic lithologies, and late Cenozoic

structural and geomorphic history. The Peninsular Ranges encompass southwestern California west of the Imperial-Coachella Valley trough and south of the elevated escarpments of the San Gabriel and San Bernardino Mountains. Most of the province lies outside of California, where it comprises much of the Baja California Peninsula. The province is characterized by youthful, steeply sloped, northwest-trending elongated ranges and intervening valleys. Approaching the northern edge of the province, however, several anomalously flat and low basins stretch from the San Gorgonio Pass region to western Los Angeles as a result of fault junctures and tectonic interaction with the adjacent Transverse Ranges (Aragón Geotechnical, Inc. 2022).

Structurally, the Peninsular Ranges province in California is composed of several relatively coherent, elongated crustal blocks bounded by the San Jacinto fault zone to the northeast and the Whitter-Elsinore and Chino fault systems to the southwest. Mountain blocks within the physiographic province are dominated by crystalline intrusive rocks and a wide variety of pre-historic metamorphic units derived mostly from sedimentary parent rocks (Aragón Geotechnical, Inc. 2022).

4.7.1.2 Soils

The City of Menifee's 2013 General Plan (City of Menifee 2013) identifies the Project Site as being primarily underlain by Pleistocene-aged very old alluvial fan deposits (Qvof) consisting primarily of silt, gravel, and medium to coarse-grained sand. These sediments are moderately consolidated to hard and have a deeply dissected surface. The upper part of these deposits is reddish soil. These deposits occur in two large areas along the base of the hills east and west of Sun City and as small, isolated patches throughout the City.

4.7.1.3 Paleontological Resources

ECORP prepared a paleontological assessment (Appendix E) for the Proposed Project to determine if paleontological resources were present in or adjacent to the Project Site and assess the area for undiscovered paleontological resources. Appendix E provides the Western Science Center (WSC) database results, more details about the geology, and the probability of finding fossil specimens.

A paleontological records search was requested for the Proposed Project to determine if paleontological resources were present in or adjacent to the Project Site and assess the sensitivity of the Project Site for undiscovered paleontological resources. The records search was initiated with the Western Science Center (WSC) on November 17, 2022, and results were received on November 20, 2022. The results of the paleontological records search are included as Appendix E (WSC 2022). Additional information from a query of the WSC records, a review of regional geologic maps from the California Geological Survey, and a review of existing literature on paleontological resources of Riverside County were used to provide information about paleontological resources.

The geologic units underlying the Project Site are mapped primarily as Pleistocene alluvial fans on the east side of the Project, with deposits of Cretaceous granodiorite and tonalite and Mesozoic phyllite and quartzite towards the west. Pleistocene alluvial units have the potential to contain fossils and highly

paleontologically sensitive. The Western Science Center does not have any localities within the Project Site or within a 1.5 mile radius (Appendix E).

4.7.1.4 Paleontological Resource Sensitivity

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources: vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are areas that have yielded fossils that have provided important scientific knowledge about past life, about the Earth's history, and/or about past ecological settings. Often, they are simply small outcroppings visible on the surface or sites encountered during grading. Through the sites are important indications, it is the geologic formations that are the most important since they may contain important fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation. Fossil remains may occur throughout the City of Menifee, although the area of their distribution is not known. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area.

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐

i-iv) **Less than Significant Impact.**

i. Surface rupture represents a primary or direct potential hazard to linear infrastructure that crosses an active fault zone. The Proposed Project is a minimum of 9.76 miles from the closest known active fault (Casa Loma strand of the greater San Jacinto fault zone), located northeast

of the Project near the town of San Jacinto (Aragón Geotechnical, Inc. 2022). The San Jacinto fault has recurrent surface ruptures within the last 11,700 years based on trenching studies by geological investigators. Hazard maps show the Project does not cross or enter official State of California Earthquake Fault Zones ("Alquist-Priolo" zones), or Riverside County Fault Hazard Management Zones for ground rupture (Aragón Geotechnical, Inc. 2022). The site-specific geotechnical report prepared for the Proposed Project indicates the potential for direct surface rupture along the Project alignment would be extremely low. Additionally, all of Southern California is located within a region of high seismic activity, therefore construction would comply with City/County local codes, Uniform Building Code (UBC), California Building Code (CBC), and seismic reports pursuant with Project specific seismic and geotechnical reports. Therefore, a less than significant impact would occur.

ii. The Project Site is in a region of existing urban development with generally high seismicity, as is all of Southern California. Intense ground shaking has a high probability to occur within the design lifetime of the proposed improvements, considering historical seismic experience and proximity to multiple regional faults capable of generating large earthquakes (Aragón Geotechnical, Inc. 2022). Site-to-source distant, fault length, and recurrent Holocene rupture history identifies the San Jacinto Fault Zone as the most critical source for strong ground motion in Menifee. The fault zone constitutes a set of right- and left-stepping fault segments stretching from near the Cajon Pass to the Imperial Valley Region (Aragón Geotechnical, Inc. 2022).

The Proposed Project does not include the construction of habitable structures, and therefore would not expose people or structures to potential substantial adverse effects involving the rupture of a known earthquake fault. Compliance with the structural standards contained in the California Building Code would minimize risks to the public from strong seismic ground shaking and would ensure that impacts are less than significant.

iii. The potential for shallow ground rupture is considered probable on or near active faults within the Project area. The Proposed Project's site plan has been designed in compliance with the Alquist-Priolo Earthquake Fault Zoning Act with a minimum 50-foot fault setback where no human occupancy structures would be allowed. The Proposed Project does not include habitable structures, and therefore does not have the potential to expose occupants to seismic hazards such as ground surface rupture.

Liquefaction is a phenomenon where water-saturated granular soil loses shear strength during strong ground shaking produced by earthquakes. The loss of topsoil strength occurs when cyclic pore water pressure increases below the groundwater surface. Potential hazards due to liquefaction include the loss of bearing strength beneath structures, possibly causing foundation failure and/or significant settlements. The site-specific geotechnical report, Appendix G, indicates a near-zero risk from liquefaction as shallow groundwater is absent onsite. There are localized chances for minor seismically induced volumetric strain settlements in fill materials along the alignment. However, the Project Site is not identified within a

Liquefaction Zone, as delineated by the California Geologic Survey Liquefaction Zones WebMap (CGS 2018). Therefore, impacts related to seismic ground failure would be less than significant.

iv. Landslides refer to a wide variety of processes that result in the perceptible downward and outward movement of soil, rock, and vegetation under gravitational influence. Landslides may be triggered by both natural- and human-induced changes in the environment resulting in slope instability. The Project Site is not located within a designated area as having landslide susceptibility per the CGS Liquefaction Zones WebMap (CGS 2018).

Most of the Proposed Project is located within low-relief terrain marked by gentle topographic gradients. The Project is not expected to fundamentally alter two major bedrock cut slopes next to the roadway high point. The Project includes manufactured fill slopes and may optionally include new bedrock cut slopes. The site-specific geotechnical report has confirmed the general feasibility for new fill sloped up to 35 feet high in the project alignment. However, it is required by City ordinance that all planned slopes in excess of 30-feet in height be independently evaluated for global stability based on construction plans. Due to the relatively flat to gently sloping nature of the Project Site, landslides or debris flows are not considered to be geologic constraints at this Project Site. However, adherence to conclusions and recommendations outlined in the site-specific geotechnical report (implementation of COA-GEO-1) would reduce the potential for slope instability impacts to a less than significant level.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Less than Significant Impact.

Implementation of the Proposed Project would require ground-disturbing activities, such as grading, that could result in soil erosion or loss of topsoil. Construction of the Proposed Project would be required to comply with the National Pollutant Discharge Elimination System (NDPES) Construction General Permit, either through a waiver or through preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Best Management Practices (BMPs) are included as part of the SWPPP prepared for the Proposed Project and would be implemented to manage erosion and the loss of topsoil during construction-related activities (See Section 4.10 Hydrology and Water Quality). The Proposed Project's grading plan would also ensure that the proposed earthwork is designed to avoid soil erosion. Soil erosion impacts would be reduced to less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

Less than Significant Impact.

Strong ground shaking can cause settlement, lateral spreading, or subsidence by allowing sediment particles to become more tightly packed, thereby reducing pore space. Land surface subsidence can be induced by both natural and human phenomena. Natural phenomena include subsidence resulting from tectonic deformations and seismically induced settlements, soil subsidence from consolidation, hydro compaction, rapid sedimentation subsidence from oxidation or dewatering of organic-rich soils, and subsidence related to subsurface cavities. Subsidence related to human activity includes subsurface fluid or sediment withdrawal. Pumping of water for residential, commercial, and agricultural uses from subsurface water tables causes the majority of the identified subsidence in the U.S.

The site-specific geotechnical report found a near-zero risk for liquefaction (Aragón Geotechnical, Inc. 2022), but localized changes for minor seismically induced volumetric strain settlements in fill materials are interpreted along the roadway alignment. Shallow groundwater is absent, thus eliminating liquefaction opportunity. Also, native alluvial materials that will support embankment fill or pavement sections are characterized by significant geologic age and high relative densities. These characteristics limit liquefaction and dry-soil settlement susceptibilities (Aragón Geotechnical, Inc. 2022). Therefore, the potential for a landslide, lateral spreading, or collapse at the Project Site is considered very low. The Project Site is relatively flat and would not be at risk of landslides. As discussed in response a). iii-iv, the City has implemented the California Building Code seismic safety standards for structural construction. The City will continue to enact these and other seismic safety programs to minimize hazards from earthquakes and other seismic hazards. Therefore, the Proposed Project would not result in substantial adverse effects associated with onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐

Less than Significant Impact.

Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) as a result of variations in moisture content even without an increase in external loads. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. Consequently, after site grading, the expansion characteristics of the soils at finish grade can be highly variable.

The Project Site is underlain by Very Old Alluvial Fan Deposits (Qvof). Three soil borings encountered medium dense to very dense silty sand and gravelly sand alluvium. Clay and silica hardpans occur in the alluvial stack, the deposits are typically consolidated, cohesive, and cemented below 2.5-feet bgs (Aragón Geotechnical, Inc. 2022). The presence of shallow groundwater was not encountered at the time of soil borings, and native alluvial materials that would support embankment fill or pavement sections are characterized by significant geologic age and high relative densities. The site-specific geotechnical report found Liquefaction potential to be nonexistant, in addition to other ground deformation phenomena such as lateral spreading, ground fissuring, and ground loss from "sand boils" are also ruled out as hazards to the proposed project (Aragón Geotechnical, Inc. 2022). Design of the Proposed Project would follow the recommendations of a registered civil, structural engineer and/or engineering geologist and at a minimum meet current building standards and codes including those associated with protection from geologic instability. Therefore, impacts related to expansive soils would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

No Impact.

The Proposed Project does not include septic tanks or alternative wastewater disposal systems. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Less than Significant Impact.

The eastern and western portions of the Project Site are designated with High Palaeontologic Resource Sensitivity, while the central portion of the Project Site along McCall Boulevard is designated as having Low Palaeontologic Resource Sensitivity (City of Menifee 2013). However, any fossil specimens recovered from the Project would be scientifically significant. As there is potential for paleontological resources to exist at sub-surface levels on the Project Site which may be uncovered during Project grading and excavation activities, paleontological monitoring would be required by City authorities acting as lead agency, wherever proposed excavations equal or exceed 4-feet deep (WSC 2022; Appendix D). Additionally, implementation of COA-GEO-2 would ensure that if any such resources are found during construction of the Proposed Project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant levels.

4.7.3 Conditions of Approval

COA-GEO-1: The City (or its contractor) shall implement the *Conclusions* and *Recommendations* as listed in the final site-specific geotechnical report (*Preliminary Geotechnical Investigation Report McCall Boulevard Widening Project (CIP 22-03),* Aragón Geotechnical, Inc. 2022) and Final Geotechnical Plan reviews including Slope-Specific Stability Analysis for all ground disturbing activities associated with the Project.

COA-GEO-2: Unanticipated Discovery – Paleontological Resource. If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the City and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g., fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

4.8 Greenhouse Gas Emissions

This assessment was prepared using methodologies and assumptions recommended in the rules and regulations of the SCAQMD. The purpose of this analysis is to estimate Project-generated greenhouse gas (GHG) emissions and to determine the level of impact the Project would have in this regard.

4.8.1 Environmental Setting

GHG emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps more than 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

The local air quality agency regulating the SoCAB is the SCAQMD, the regional air pollution control officer for the basin. To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. On September 28, 2010, SCAQMD Working Group Meeting #15 provided further guidance, including an interim screening level numeric "bright-line" threshold of 3,000 metric tons of CO_2e annually and an efficiency-based threshold of 4.8 metric tons of CO_2e per service population (defined as the people that work and/or congregate on the Project Site) per year in 2020 and 3.0 metric tons of CO_2e per service population per year in 2035. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The City of Menifee may set a project-specific threshold based on the context of each particular project, including using the SCAQMD Working Group expert recommendation. This standard is appropriate for this Project because it is in the same air quality basin that the experts analyzed. For the Proposed Project, the SCAQMD's 3,000 metric tons of CO_2e per year threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VII of CEQA Guidelines Appendix G. The 3,000 metric tons of CO_2e per year threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from

new sources). The 3,000 metric tons of CO_2e per year value is typically used in defining small projects within this air basin that are considered less than significant because it represents less than one percent of future 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent. This threshold is correlated to the 90 percent capture rate for industrial projects within the air basin. Land use projects above the 3,000 metric tons of CO_2e per year level would fall within the percentage of largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources. (Crockett 2011). As noted in the academic study, the fact that small projects below a numeric bright line threshold are not subject to CEQA-based mitigation does not mean such small projects do not help the State achieve its climate change goals because even small projects participate in or comply with non-CEQA-based GHG reduction programs, such as constructing development in accordance with statewide GHG-reducing energy efficiency building standards, called Cal Green or Title 24 energy-efficiency building standards (Crockett 2011).

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

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

Less Than Significant Impact.

Construction

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project Site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 4.8-1 illustrates the specific construction generated GHG emissions that would result from construction of the Project.

Table 4.8-1. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/ Year)
Project Construction (Calendar Year One)	896
Project Construction (Calendar Year Two)	615
Total Construction Emissions	**1,511**
SCAQMD and Significance Threshold	*3,000*
Exceed SCAQMD Significance Threshold?	**No**

Source: CalEEMod version 2020.4.0, with inputted construction equipment data sourced from RCEM version 9.0.1. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.8-1, Project construction would result in the generation of approximately 1,511 metric tons of CO_2e. Once construction is complete, the generation of these GHG emissions would cease. Construction emissions would not exceed the numeric bright-line threshold of 3,000 metric tons of CO_2e annually. This impact is therefore less than significant.

Operation

The Project proposes to widen McCall Boulevard from two lanes to four lanes from Oak Hurst Avenue to Menifee Road to accommodate existing and projected traffic volumes. The Proposed Project itself would not generate automobile trips, a source of GHG emissions, but would instead accommodate more efficient vehicular travel within Menifee. The Project would not include the provision of any new permanent stationary source of GHG emissions. Thus, the Project, by its nature, would not generate quantifiable GHG emissions from Project operations. This impact is therefore less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Less Than Significant Impact.

The SCAQMD supports state, federal, and international policies to reduce levels of GHG emissions through its policies and rules, and the Proposed Project would comply with the SCAQMD's GHG threshold. The Proposed Project would comply with the State Building Code provisions designed to reduce GHG emissions. In addition, the Proposed Project would comply with all SCAQMD applicable rules and regulations during construction of the operational phase. As indicated above, Project emissions would not exceed the threshold of 3,000 metric tons of CO_2e annually Therefore, the Project would have a less than significant impact in this regard.

4.8.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.9 Hazards and Hazardous Materials

4.9.1 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

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

Less than Significant Impact.

During Project construction hazardous materials, such as diesel fuel, would be used at the Project Site. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. The Project would comply with all applicable regulations regarding hazardous materials transport and storage. Operation of the Project would not create a significant hazard to the public or environment through the routine transport, use or disposal of hazardous materials. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) 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.

On-site storage and or use of large quantities of hazardous materials capable of affecting soil and groundwater are not proposed. During Project construction the potential risk associated with accidental discharge during use and storage of equipment-related hazardous materials during roadway improvements is considered low because the handling of any such materials would be address through the implementation of Best Management Practiced (BMPs). The Proposed Project consists of the widening of McCall Boulevard from Oak Hurst Avenue to Menifee Road. Project operation would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions. Impacts would be less than significant.

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

Less than Significant Impact.

Boulder Ridge Elementary School is adjacent to the Project Site. Some hazardous materials, such as diesel fuel, would be used during construction. However, the release of any spills to the environment during Project construction would be prevented through the BMPs listed in the SWPPP. Project operation would not emit hazardous emissions or handle hazardous or acutely hazardous materials. Therefore, impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on 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?	☐	☐	☒	☐

Less than Significant Impact.

The Project Site is not located on a list of hazardous materials sites (DTSC 2022; SWRCB 2022). The SWRCB Geotracker Database lists several leaking underground storage tank (LUST) sites approximately 1.5-miles east of the Project Site (SWRCB 2022).

Sites include the Sun City Texaco Gas Station, that was previously in operation on the corner of McCall Boulevard and Encanto Drive. The potential contaminant of concern was gasoline. The site has been in remediation as of January 22, 2016. A UNOCAL site was previously in operation at the same intersection. The potential contaminant of concern was gasoline. Clean up at the site was completed with a case closed date of August 25, 1993.

Though the surrounding area has historical evidence of contamination; the Project Site is not designated as a hazardous material site and therefore not listed as such pursuant to Government Code Section 65962.5. Therefore, a less than significant impact would occur.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project Area?	☐	☐	☐	☒

No Impact.

The closest airport to the Project Site is Perris Valley Airport, located approximately four miles to the northeast. The Proposed Project is not located within the Perris Valley Airport Land Use Compatibility Plan (RCALUC 2011). Given the distance between the airport and the Project Site there would be no safety hazards for people residing or working in the Project Area. No Impact would occur.

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

Less than Significant Impact.

The Proposed Project has the potential to interfere with emergency response access to areas near the Project Site during construction activities. However, impacts to emergency access would be less than significant with the incorporation of COA-HM-1. The operation of the Proposed Project would not interfere with the City of Menifee's 2021 Local Hazard Mitigation Plan (LHMP) or Emergency Operations Plan (EOP). The Proposed Project would improve traffic flow through McCall Boulevard. With Project operation, a beneficial impact would occur due to improved emergency access to the surrounding area.

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

No Impact.

The Proposed Project is located in a developed area of the City of Menifee; south of the Project Site is an urban-wildlands interface consisting of open space and is classified as a Very High Fire Hazard Severity Zone (VHFHSZ) and a Local Responsibility Area (LRA) (CALFIRE 2022). Project components would include

the widening of McCall Boulevard and would not substantially alter the existing use of the ROW. Additionally, the Proposed Project would not include the addition of habitable structures. Therefore, the Proposed Project would not directly or indirectly increase the risk of loss, injury, or death involving wildland fires. No Impact would occur.

4.9.2 Conditions of Approval

The analysis determined that the Proposed Project would potentially interfere with emergency response access to areas near the Project Site. For this reason, the following condition of approval is required:

COA-HAZ-1: Prior to any lane closures, the City of Menifee (or its contractor) shall prepare a Traffic Control Plan to ensure proper access to residences and businesses by emergency vehicles during construction and to maintain traffic flow.

The aforementioned condition of approval would reduce potential interference to emergency response access to areas near the Project Site during construction to a less than significant level.

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

4.10.1.1 Regional Hydrology

The City of Menifee is in the San Jacinto Subbasin of the larger Santa Ana River Watershed (City of Menifee 2013). The Santa Ana River Watershed includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. The watershed is bounded by the Santa Margarita watershed to the south, on the east by the Salton Sea and Southern Mojave watersheds, and on the north and west by the Mojave and San Gabriel watersheds, respectively. The watershed covers approximately 2,800 square miles, with about 700 miles of rivers and major tributaries (City of Menifee 2013).

The San Jacinto River originates in the San Jacinto Mountains and flows some 42 miles west to Lake Elsinore; however, during flooding and heavy storms, Lake Elsinore overflows into Temescal Creek, which flows northwest and discharges into the Santa Ana River (City of Menifee 2013). The southeast corner of the City is in the Warm Springs Creek Watershed, part of the larger Santa Margarita Watershed.

4.10.1.2 Site Hydrology and Onsite Drainage

The Project Site is relatively flat and appears to generally drain from the southwest to the northeast. There are storm drains along the southern curb/gutter of McCall Boulevard. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) the Project Site is located outside of the one percent annual chance flood hazard (FEMA 2014).

Urban runoff from Menifee discharges into watersheds within both the Santa Ana Regional Water Quality Control Board and the San Diego Regional Water Quality Control Board jurisdictions; therefore, the City is regulated by MS4 permits issued by both Regional Boards (City of Menifee 2013). The Project Site lies within the Santa Ana River Basin, which is the smallest of the nine regions in the state, approximately

2,800 square miles, and is located in southern California, roughly between Los Angeles and San Diego (SARWCB 2019). The climate of the Santa Ana region is classified as Mediterranean: generally dry in the summer with mild, wet winters. The average annual rainfall in the region is about fifteen inches, most of it occurring between November and March. Much of the area would be near-desert were it not for the influence of modern civilization (SARWCB 2019).

4.10.2 Hydrology and Water Quality (X) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐

Less than Significant Impact.

The City (or its contractor) will implement a Stormwater Pollution Prevention Plan (SWPPP), if necessary, listing Best Management Practices (BMPs) to prevent construction pollutants and products from violating any water quality standard or any waste discharge requirements. These on-site BMPs would treat stormwater before it discharges into drainages. A preliminary Water Quality Management Plan would be prepared, in accordance with the National Pollution Discharge Elimination System permit and would be in place during project operation. COA-HYD-1 and COA-HYD-2 would ensure potential water quality impacts during construction are less than significant.

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

Less than Significant Impact.

The Proposed Project does not involve the withdrawal of groundwater. The Proposed Project would increase the amount of impervious surfaces onsite with the addition of two lanes; however, the Project would not substantially alter drainage patterns compared to existing conditions. The Project includes the construction of new stormwater infrastructure, including storm-drains and gutters to convey runoff from the roadway. Therefore, the Proposed Project would not substantially deplete groundwater supplies or interfere with groundwater recharge. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
i) result in substantial erosion or siltation onsite or offsite;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☐	☒

i-iii) **Less than Significant Impact.**

Project construction could result in erosion and have the potential to temporarily degrade the quality of receiving waters, if not properly managed. Erosion and/or siltation during construction would be minimized by implementation of BMPs included in the Proposed Project's SWPPP. With the implementation of BMPs, no significant long-term impact to water quality would result from construction activities. The Project would be required to comply with all applicable water quality standards. Impacts would be less than significant.

The Project involves modifications to an existing roadway and would not create or contribute runoff water greater than existing conditions. The drainage patterns on-site would be similar to existing conditions after implementation of the Proposed Project. No streams or rivers exist on the Project Site; therefore, none would be altered. The Proposed Project would not substantially increase future erosion potential because all areas proposed to be disturbed would be paved or landscaped avoiding exposed soils that would be subject to erosion or siltation on- or off-site. Additionally, the Project would not increase the amount of runoff in a manner that would result in flooding. Impacts would be less than significant.

iv) **No Impact.**

Based on review of Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FEMA 2008), the majority of the Project Site is within the limits of Zone X: area of minimal flood hazard. The Project would not significantly alter existing drainage patterns, and as such would not impede or redirect flood flows. No impact would occur.

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

No Impact.

The Project Site is located approximately 33-miles east of the Pacific Ocean and six-miles west of Diamond Valley Lake, the nearest large lake. Due to the distance to an ocean or a large lake, the Project Site would not be subject to a seiche or tsunami. The Proposed Project is not located near a mountainside or hillside; therefore, it would not be subject to mudflows. No Impact would occur.

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

Less than Significant Impact.

The Proposed Project would require minimal water use during construction, primarily for periodic dust control during earthmoving activities. This water use would be temporary in nature and would cease upon completion of the Project. The Project would slightly increase impervious surface area along McCall Boulevard, but the increase would not significantly impede groundwater recharge. Runoff would flow to gutters along the ROW into storm drains, similar to existing conditions. Therefore, the Proposed Project is not anticipated to substantially affect groundwater recharge. Furthermore, with implementation of BMPs, no significant long-term impact to water quality would result from constriction activities. Impacts would be less than significant.

4.10.3 Conditions of Approval

COA-HYD-1: Prior to issuance of any grading permit for the project that will result in soil disturbance of one or more acres of land, the City shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

COA-HYD-2: The City (or its contractor) shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), if necessary. The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The City shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the Project Site and be available for review on request.

The aforementioned conditions of approval would reduce potential water quality impacts during construction to a less than significant level.

4.11 Land Use and Planning

4.11.1 Land Use and Planning (XI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒

No Impact.

The Proposed Project is the widening of an approximately 0.75-mile segment of McCall Boulevard and would improve the existing ROW. The land uses surrounding this segment of McCall Boulevard include Open Space, Public Facilities, and Residential Development. The Proposed Project would require the acquisition of ROW from surrounding lots. The Proposed Project would improve traffic infrastructure and would not physically divide a community. No Impact would occur.

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

No Impact.

The City of Menifee General Plan's Land Use and Circulation Element includes programs and policies to achieve its goal of providing balanced circulation systems coordinated with land uses to ensure safe, efficient, and environmentally sound movement of people and goods freely in the community. One such goal is to meet circulation needs of all residents, employees, and visitors to the City of Menifee. The Proposed Project would be constructed by the City of Menifee in compliance with the City's land use documents and would be consistent with the goals policies and objectives of the General Plan's Land Use and Circulation Elements because it would allow for a more efficient and safe movement of traffic through McCall Boulevard. The Proposed Project would require the acquisition of additional right-of-way. The City of Menifee would acquire the additional right-of-way in compliance with local and state regulations. No impact would occur.

4.11.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.12 Mineral Resources

4.12.1 Environmental Setting

Minerals are defined as any naturally occurring chemical elements or compounds formed by inorganic processes and organic substances. Minable minerals are defined as a deposit of ore or minerals having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the project area. The conservation, extraction, and processing of mineral resources is essential to meeting the needs of society.

The Surface Mining and Reclamation Act of 1975 (SMARA) states that cities and counties shall adopt ordinances "...that establish procedures for the review and approval of reclamation plans and financial assurances and the issuance of a permit to conduct surface mining operations..." (PRC Section 2774). The intent of this legislation is to ensure the prevention or mitigation of the adverse environmental impacts of mining, the reclamation of mined lands, and the production and conservation of mineral resources are consistent with recreation, watershed, wildlife, and public safety objectives (PRC Section 2712).

SMARA requires the State Geologist to classify land into Mineral Resource Zones (MRZs) according to the known or inferred mineral potential of that land. The process is based solely on geology, without regard to existing land use or land ownership. The primary goal of mineral land classification is to ensure that the mineral potential of land is recognized by local government decision makers and considered before land use decisions, which could preclude mining, are made. Areas subject to California mineral land classification studies are divided into the following MRZ categories that reflect varying degrees of mineral potential:

- MRZ-1: Areas of no mineral resource significance
- MRZ-2: Areas of identified mineral resource significance
- MRZ-3: Areas of undetermined mineral resource significance
- MRZ-4: Areas of unknown mineral resource significance

4.12.2 Mineral Resources (XII) Environmental Checklist and Discussion

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

No Impact.

According to the City of Menifee General Plan EIR the majority of the City of Menifee is classified as Mineral Resource Zone 3 (MRZ-3), including the Project Site. MRZ-3 included areas of undetermined

mineral resource significance. Therefore, the Proposed Project would not result in the loss of availability of known mineral resources. No Impact would occur.

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

No Impact.

As stated in the response to question 4.12.2 a) above, the City of Menifee General Plan EIR does not identify resources within the Project Site. Furthermore, the City of Menifee General Plan also does not identify mineral resources on the Project Site (City of Menifee 2013). No impact would occur.

4.12.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.13 Noise

This section documents the results of the noise modeling prepared by ECORP for the Proposed Project (Appendix F). The purpose of this section is to estimate Project-generated noise levels and determine the level of impact the Proposed Project would have on the environment. This section describes the existing environmental and regulatory conditions specific to noise and addresses the potential impact posed by the Proposed Project.

4.13.1 Environmental Setting

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in L_{eq}) and the average daily noise levels/community noise equivalent level (in L_{dn}/CNEL). The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level (L_{eq})** is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **Day-Night Average (L_{dn})** is a 24-hour average L_{eq} with a 10-dBA "weighting" added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The

logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.

- **Community Noise Equivalent Level (CNEL)** is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

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. Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB (dBA) for each doubling of distance from a stationary or point source (FHWA 2017). Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dBA for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2017). No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dBA per doubling of distance is normally assumed. For line sources, an overall attenuation rate of three dB per doubling of distance is assumed (FHWA 2011).

Noise levels may also be reduced by intervening structures; generally, a single row of detached buildings between the receptor and the noise source reduces the noise level by about five dBA (FHWA 2006), while a solid wall or berm generally reduces noise levels by 10 to 20 dBA (FHWA 2011). However, noise barriers or enclosures specifically designed to reduce site-specific construction noise can provide a sound reduction 35 dBA or greater (Western Electro-Acoustic Laboratory, Inc. [WEAL] 2000). To achieve the most potent noise-reducing effect, a noise enclosure/barrier must physically fit in the available space, must completely break the “line of sight” between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver.

The manner in which older structures in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer structures is generally 30 dBA or more (Harris Miller Miller & Hanson Inc. [HMMH] 2006).

4.13.2 Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and

contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1.0 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3.0-dBA change is considered a just-perceivable difference.
- A change in level of at least 5.0 dBA is required before any noticeable change in community response would be expected. An increase of 5.0 dBA is typically considered substantial.
- A 10.0-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

4.13.3 Noise Sensitive Land Uses

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 hospitals, historic sites, cemeteries, and certain 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 nearest noise sensitive land use are residences located directly south of the Project Site.

4.13.4 Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced, including through peak particle velocity (PPV) or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively. Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

4.13.5 Existing Ambient Noise Environment

The most common and significant source of noise in the City of Menifee is mobile noise generated by transportation-related sources. Other sources of noise are the various land uses (i.e., residential, industrial and commercial) that generate stationary-source noise. The Project Site is an existing roadway, McCall Boulevard, that spans approximately 0.75 linear mile between Oak Hurst Avenue and Menifee Road. According to the City of Menifee General Plan Draft Environmental Impact Report (2013), the roadway segment that encompasses the Project Site is classified as an Urban Arterial roadway within the City and accommodates approximately 13,700 vehicle trips a day, resulting in a noise contour of 70 dBA CNEL that extends approximately 90 feet from the centerline of McCall Boulevard. The 65 dBA CNEL noise contours extend approximately 200 feet from the McCall Boulevard centerline and the 60 dBA CNEL noise contours extend approximately 550 feet.

4.13.6 Noise (XIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

Project Construction Noise

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for on-site construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., building construction, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Nearby noise-sensitive land uses consist of residences located directly south of the Project Site. The City of Menifee Code of Ordinances, Section 8.01.080, limits construction between the hours of 6:30 a.m. to 7:00 p.m. Monday through Saturday. No construction is permitted on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer. The City's Code does not promulgate numeric thresholds pertaining to the noise associated with construction. This is due to the fact that construction noise is temporary, short term, intermittent in nature, and would cease on

completion of the Project. Furthermore, construction would occur throughout the Project Site and would not be concentrated at one point.

To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptors and to evaluate the potential health-related effects (physical damage to the ear) from construction noise, the construction equipment noise levels were calculated using the Federal Highway Administration's Roadway Noise Construction Model. Noise levels were compared against the construction-related noise level threshold established in the Criteria for a Recommended Standard: Occupational Noise Exposure prepared in 1998 by the National Institute for Occupational Safety and Health (NIOSH). A division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA L_{eq} is used as an acceptable threshold for construction noise at the nearby sensitive receptors.

The anticipated short-term noise levels by construction equipment were calculated using the Roadway Noise Construction Model for erosion control activities anticipated for the Proposed Project. It is acknowledged that the majority of construction equipment is not situated at any one location during construction activities, but rather spread throughout the Project Site and at various distances from sensitive receptors. Therefore, this analysis employs FTA guidance for calculating construction noise, which recommends measuring construction noise produced by all construction equipment operating simultaneously from the center of the Project (FTA 2018), which in this case is approximately 50 feet distant from the nearest sensitive receptor. The anticipated short-term construction noise levels generated for the necessary equipment is presented in Table 4.13-1.

Table 4.13-1. Onsite Construction Average (dBA) Noise Levels at Nearest Receptor

Construction Phase	Estimated Exterior Construction Noise Level @ Closest Noise Sensitive Receptor	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Clearing & Grubbing	85.3	*85*	**Yes**
Grading & Excavation	92.0	*85*	**Yes**
Drainage-Utilities-Subgrade	91.4	*85*	**Yes**
Paving	97.5	*85*	**Yes**

Source: Construction noise levels were calculated by ECORP Consulting, Inc. using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Appendix F for Model Data Outputs.

Notes: Consistent with FTA recommendations for calculating construction noise, construction noise was measured from the center of the linear Project Site (FTA 2018), which is approximately 50 feet from the nearest residence.

As shown in Table 4.13-1, all phases of construction would exceed the NIOSH noise threshold of 85 dBA at the adjacent sensitive receptors. It is recommended that the implementation of temporary noise barriers be used during Project construction. Noise barriers or enclosures can provide a sound reduction of 35 dBA or greater (WEAL 2000). To be effective, a noise enclosure/barrier must physically fit in the available space, must completely break the line of sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In the case of Project construction, an enclosure/barrier would only be necessary at the area of the construction site where noise producing activities are being performed. Thus, MM-NOI-1, which requires construction-noise reducing best management practices including the use of temporary noise barriers, is required. Implementation of MM-NOI-1 would substantially reduce construction-generated noise levels. As previously described, noise barriers or enclosures such as the one-inch plywood or sound blankets required in MM-NOI-1 can provide a sound reduction 35 dBA or greater (WEAL 2000), which would be a reduction robust enough to maintain construction noise levels less than 85 dBA. Temporary noise barriers can consist of a solid plywood fence and/or flexible sound curtains, such as an 18-ounce tarp or a 2-inch-thick fiberglass blanket attached to chain link fencing.

With the implementation of MM-NOI-1, Project construction activities would not expose persons to and generate noise levels in excess of City standards.

Offsite Construction Worker Traffic Noise

Minimal traffic would be added to adjacent roadways during Project construction. According to Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013), a doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). According to the General Plan Environmental Impact Report (2013), McCall Boulevard west of Menifee Road, which encompasses the Project Site, accommodates approximately 13,700 vehicles a day. Thus, Project construction would not result in a doubling of traffic, and therefore its contribution to existing traffic noise would not be perceptible. Additionally, it is noted that construction is temporary, and these trips would cease upon completion of the Project.

Project Operational Noise

Once construction is complete, McCall Boulevard would have two additional traffic lanes from Oak Hurst Avenue to Menifee Road along with new traffic signals, street lighting, sidewalks, curb and gutter, ADA ramps, and a retaining wall. The widening of the road is not anticipated to increase the number of daily traffic trips beyond previously estimated traffic volumes. It is noted that the widening of the road would allow for more fluid traffic movement, resulting in higher speeds throughout the day, and would decrease the distance between the roadway and the residences located directly south. However, the encroaching distance of the roadway onto sensitive receptors is not robust enough to create a perceivable noise increase (3 dBA). This impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐

Less than Significant Impact.

Project Construction Vibration

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Construction on the Project Site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is not anticipated that pile drivers would be necessary during Project construction. Vibration decreases rapidly with distance, and construction activities would occur throughout the Project Site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 4.13-2.

Table 4.13-2. Representative Vibration Source Levels for Construction Equipment

Equipment Type	Peak Particle Velocity at 25 Feet (inches per second)
Large Bulldozer	0.089
Pile Driver	0.170
Loaded Trucks	0.076
Hoe Ram	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003
Vibratory Roller	0.210

Source: FTA 2018; Caltrans 2020

The City of Menifee does not regulate or have a numeric threshold associated with construction vibration. For comparison purposes, the Caltrans (2020) recommended standard of 0.3 inches per second PPV with respect to the prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings. Consistent with FTA

recommendations for calculating construction vibration, construction vibration was measured from the center of the Project Site (FTA 2018). The nearest structures of concern to the construction site, with regard to groundborne vibrations, are the single-family residences south of the Project Site approximately 50 feet from the Project Site center.

Based on the representative vibration levels presented for various construction equipment types in Table 4.13-2 and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential project construction vibration levels. The FTA provides the following equation:

$$[PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}]$$

Table 4.13-3 presents the expected Project related vibration levels at a distance of 50 feet.

Table 4.13-3 Construction Vibration Levels at 50 Feet

Receiver PPV Levels (in/sec)[1]					Peak Vibration	Threshold	Exceed Threshold?
Large Bulldozer, Caisson Drilling, & Hoe Ram	Loaded Trucks	Jackhammer	Pile Driver	Vibratory Roller			
0.031	0.026	0.012	0.060	0.074	**0.074**	*0.3*	**No**

Notes: [1]Based on the Vibration Source Levels of Construction Equipment included on Table 4.13-2 (FTA 2018). Distance to the nearest structure of concern is approximately 50 feet measured from Project Site center.

As shown in Table 4.13-3, vibration as a result of onsite construction activities on the Project Site would not exceed 0.3 PPV at the nearest structure. Thus, onsite Project construction would not exceed the recommended threshold. Vibration impacts from Project construction would be less than significant.

Project Operational Vibration

Project operation would not include the use of any stationary equipment that would result in excessive vibration levels. While the Project roadway may accommodate heavy-duty trucks, these vehicles can only generate groundborne vibration velocity levels of 0.006 PPV at 50 feet under typical circumstances. Therefore, the Project would result in negligible groundborne vibration impacts during operation. Therefore, the Project would have a less than significant impact in this regard.

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

No Impact.

The Project Site is located approximately 3.8 miles northwest of the Perris Valley Airport. The Project Site is not located within an airport land use plan and is not within two miles of an airport. Implementation of the Proposed Project would not affect airport operations, nor result in increased exposure of those working on or using the Project Site to aircraft noise. No impact would occur.

4.13.7 Mitigation Measures

MM-NOI-1: The Project improvement and Project plans will include the following requirements for construction activities:

- Construction contracts must specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices.
- A sign, legible at a distance of 50 feet, shall be posted at the Project construction site providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign shall indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator will be identified to address construction noise concerns received. The coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the disturbance coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (starting too early, malfunctioning muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the City. All signs posted at the construction site shall include the contact name and the telephone number for the noise disturbance coordinator.
- As applicable, all equipment shall be shut off when not in use.
- Equipment staging shall be located in areas that create the greatest distance between construction-related noise/vibration sources and sensitive receptors surrounding the Project Site.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors nearest the Project Site.
- Jackhammers, pneumatic equipment, and all other portable stationary noise sources will be directed away from residential receptors. Either one-inch plywood or sound blankets can be utilized for this purpose. They should reach up from the ground and block the line of sight between equipment and the nearest off-site residences. The shielding should be without holes and cracks.
- Per Section 8.01.080 of the City's Code of Ordinances, construction shall be limited between the hours of 6:30 a.m. to 7:00 p.m. Monday through Saturday. No construction is permitted on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.

4.14 Population and Housing

4.14.1 Population and Housing (XIV) Environmental Checklist and Discussion

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

No Impact.

The Proposed Project would improve the area's transportation infrastructure. The Proposed Project does not include the extension of roads; the widening of McCalll Boulevard would not directly or indirectly induce population growth. The Proposed Project would not add additional housing or create permanent jobs in the Project area that would induce population growth. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No Impact.

The Proposed Project would widen and improve McCall Boulevard and would not displace housing. The Proposed Project would improve existing transportation infrastructure which would not require the construction of replacement housing since none would be removed as part of the Project. Therefore, the Proposed Project would not displace people or existing housing. No Impact would occur.

4.14.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.15 Public Services

4.15.1 Police Services

Police services are provided to the City of Menifee by the Riverside County Sheriff's Department's Perris Station, which serves the cities of Perris, Canyon Lake, and Menifee, in addition to the unincorporated communities of Mead Valley, Gavilan Hills, Lake Matthews, Woodcrest, Romoland, and Homeland.

4.15.2 Fire Services

Wildland and urban fire services are provided to the City of Menifee by the Riverside County Fire Department, which currently has four stations located in Menifee (City of Menifee 2013):

- Station 5 at 28971 Goetz Road in northwest Menifee
- Station 7 at 27860 Bradley Road in central Menifee
- Station 68 at 26020 Wickerd Road in southwest Menifee
- Station 76 at 29950 Menifee Road in east-central Menifee

4.15.3 Schools

The Menifee Union School District and Perris Union High School District provides pre-Kindergarten through 12th grade, and Romoland School District provides Kindergarten through 8th grade, educational facilities and programs to the City of Menifee. Additionally, Mount San Jacinto Community College (Menifee Valley Campus) is in Menifee. Boulder Ridge Elementary School is adjacent to the Project Site.

4.15.4 Parks

There are currently 641 acres of parks and recreation uses in Menifee. Menifee offers both active and passive recreation facilities. Menifee's active parks offer an array of facilities, including playgrounds, sports courts, and barbeque facilities and picnic benches. The largest active recreation facility is the Menifee recreation center/Wheatfield Park at the southwest corner of Menifee and La Piedra Roads. The recreation center and park provide a gymnasium, baseball fields, basketball, tennis and volleyball courts, horseshoe pits, and a picnic area. Overall, 16 of Menifee's existing parks have playground facilities, and 14 have sports fields/courts. (City of Menifee 2013).

4.15.5 Public Services (XV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant 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:	☐	☐	☒	☐
Fire Protection?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other Public Facilities?	☐	☐	☐	☒

No new or altered public facilities would need to be constructed as a result of the Proposed Project to meet acceptable service ratios, response times, or other performance objectives for any public service because the Proposed Project would increase the capacity of McCall Boulevard allowing for a safer and more efficient flow of traffic through the Project Area, therefore, a beneficial impact would occur.

4.15.5.1 Fire Protection

Less Than Significant Impact.

The Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities. However, fire response times could potentially be affected during construction. COA-HAZ-1 would reduce this impact to a less than significant level.

4.15.5.2 Police Services

Less Than Significant Impact.

The Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered law enforcement facilities. Police protection response times could potentially be affected during construction. COA-HAZ-1 would reduce this impact to less than significant level.

4.15.5.3 Schools

No Impact.

The Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities. Therefore, the Project would have no impact in this regard.

4.15.5.4 Parks

No Impact.

The Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park or recreational facilities. Therefore, the Project would have no impact in this regard.

4.15.5.5 Other Public Facilities

No Impact.

The Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities. Therefore, the Project would have no impact in this regard.

4.15.6 Conditions of Approval

The analysis determined that the Proposed Project could have potentially significant impacts to fire and police protection response times. COA-HAZ-1 would reduce potential significant impacts to fire and police projection response times to a less than significant level.

4.16 Recreation

4.16.1 Environmental Setting

There are currently 641 acres of parks and recreation uses in Menifee. Parks and other recreational facilities provide a multitude of benefits to the community, such as open space, conservation of natural and significant resources, buffers between land uses, preservation of scenic views, trails, and other recreational uses.

4.16.2 Recreation (XVI) Materials Checklist

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

No Impact.

The Proposed Project would not alter existing neighborhood and regional parks or other recreational facilities. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

No Impact.

The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impact would occur.

4.16.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.17 Transportation

4.17.1 Environmental Setting

4.17.1.1 Street Network

In the City of Menifee, roadways are characterized by their functional classification (Class) that defines the level of mobility and access. Freeways such as I-215 Freeway are intended to serve through-traffic traveling relatively long distances. They provide no access to adjacent land except at interchanges. The primary purpose of Arterial Streets such as Newport Road is to move the maximum amount traffic as efficiently and safely as reasonable. On arterial streets, mobility overshadows the need to provide access to fronting properties.

Secondary Streets such as Bradley Road serve as a link between local streets and arterial streets. Local streets provide direct access to individual homes that front them. The I-215 freeway and Salt Creek represent a significant constraint to the roadway network in the City of Menifee. I-215 freeway divides the City by limiting east–west directional access to key interchange locations at McCall Boulevard, Newport Road and Scott Road. In addition, the distance between the freeway interchanges range from 2 to 3 miles requiring increased travel in the north–south direction to go across the I-215 freeway. In the north-south direction, the Salt Creek channel also limits the mobility of drivers in the City of Menifee. North-south travel is restricted to key arterial roads with an overpass of the Salt Creek channel, such as Murrieta Road, Bradley Road, Menifee Road, and Lindenberger Road.

4.17.1.2 Transit and Rail System

The Riverside Transit Agency (RTA) provides fixed route and Dial-A-Ride bus service within the City of Menifee and neighboring jurisdictions. Fixed-route service represents established routes that follow fixed timetables, bus stops are generally placed by RTA on public rights of way. RTA currently provides six fixed routes that operate within and through the City of Menifee serving residential, business, and educational institutions.

Currently the City is not served by commuter rail, but there are plans for commuter rail service to Menifee at a Metrolink station planned at Case Road west of I-215. The network of potential transit services works in conjunction with the proposed Menifee General Plan Roadway Network and the proposed Menifee Bikeway and Community Pedestrian Network to provide a framework for key routes and facilities that will further enhance connectivity for all users.

4.17.1.3 Bicycle and Pedestrian Facilities

Menifee's roadway network, relatively flat terrain and temperate weather provide an ideal setting for promoting and encouraging pedestrian and bicycle usage. The City currently accommodates bicycle and pedestrian travel on multipurpose sidewalks and bike lanes.

4.17.2 Transportation (XVII) Environmental Checklist and Discussion

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

No Impact.

The Proposed Project is a roadway widening project that would add an additional eastbound and westbound lane to a segment of McCall Boulevard from Oak Hurst Avenue to Menifee Road. The Proposed Project would be consistent with the goals and policies of the City of Menifee's General Plan Circulation Element that encourages a safe and efficient movement of people and goods through the City's transportation network (City of Menifee 2013). No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐

Less than Significant Impact.

CEQA Guidelines section 15064.3, subdivision (b) details the use of vehicle miles traveled (VMT) to assess the significance of transportation impacts. As detailed in CEQA Guidelines section 15064.3, subdivision (c), beginning on July 1, 2020, the provisions of this section shall apply statewide.

Section 15064.3 subdivision (b) of the CEQA guidelines specify for Transportation Projects: "Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152."

The Project would widen McCall Boulevard, with a new traffic lane for both eastbound and westbound traffic. As the Proposed Project is a linear roadway segment, it would not generate any new vehicle trips to or from the Project Site during its operation, instead it would increase the capacity and improve traffic operations to help alleviate existing and future traffic congestion. Therefore, the Project would have a less than significant impact regarding conflict or inconsistency with CEQA Guidelines Section 15064.3, subdivision (b).

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

No Impact.

The Proposed Project would add one additional through lane along McCall Boulevard in each direction between Oak Hurst Avenue and Menifee Road. The Proposed Project would allow for a safe efficient circulation of traffic through the Project area. Project engineering plans would be reviewed and approved by the City of Menifee to ensure the Proposed Project's design meets the City's development standards. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☐	☒	☐

Less than Significant Impact.

The Proposed Project would require construction within the McCall Boulevard ROW and require temporary road closures. During Project construction emergency access along the Project alignment could potentially be affected. COA-HAZ-1 would reduce this impact to a less than significant level.

4.17.3 Conditions of Approval

The analysis determined that the Proposed Project could potentially result in impacts regarding emergency access. COA-HM-1 in the Hazards and Hazardous Materials section would reduce potential significant impacts regarding emergency access to a less than significant level.

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

Effective July 1, 2015, Assembly Bill (AB) 52 amended CEQA to require that: 1) a lead agency provide notice to those California Native American tribes that requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include tribal cultural resources (TCRs), the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies provide tribes that requested notification and opportunity to consult at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

On January 2, 2023 the City of Menifee sent project notification letters to the following California Native American tribes, which had previously submitted general consultation request letters pursuant to 21080.301(d) of the Public Resources Code:

- Agua Caliente Band of Cahuilla Indians
- Pechanga Band of Luiseño Indians
- Rincon Band of Luiseño Indians
- Soboba Band of Luiseño Indians

Documentation of the consultation process is included in Appendix H and summarized below.

4.18.2 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

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

Less than Significant with Mitigation Incorporated.

i-ii) On January 2, 2023, the City formally initiated consultation and notified all the tribes listed on their contact list of California Native American Tribes which have requested formal notification from the City. On January 6, 2023, the Pechanga Band of Luiseño Indians (Pechanga) responded requesting to initiate AB-52 consultation. On January 26, 2023, the Rincon Band of Luiseño Indians (Rincon) responded requesting to initiate AB-52 consultation. On January 27, 2023, the Agua Caliente Band of Cahuilla Indians (ACBCI) responded requesting to initiate AB-52 consultation. The City has not received a response from the Soboba Band of Luiseño Indians.

On June 12, 2023, the City of Menifee held a phone meeting with the ACBCI. ACBCI expressed no major concerns with the proposed project and deferred to Pechanga and Soboba. AB-52 consultation with the ACBCI was concluded the same day.

On July 11, 2023, Rincon sent an email to the City concluding AB-52 consultation and deferring to Pechanga and Soboba.

On August 2, 2023, the City met with three representatives of Pechanga. Pechanga expressed concerns about the cultural sensitivity of the Project Area and potential impacts to an archaeological site and TCRs in the immediate area. They requested a field visit to confirm the sensitivity of the road in person. The visit took place on November 2, 2023. A bedrock mortar site and two TCRs were observed during the field visit south of the Area of Potential Effect (APE), which was concluded with Pechanga expressing that standard mitigation measures, including tribal monitoring for ground disturbing activity and Environmentally Sensitive Area (ESA) fencing, would be sufficient to mitigate impacts. It was subsequently decided that the site boundary for the previously recorded resource (P-33-012536) would be expanded to the southwest to include the features observed during the field visit.

Based on the tribal consultation efforts, TCRs noted in the area have a moderate potential to be affected during ground disturbing activities. Implementation of the Mitigation Measure TCR-1 and the City's standard Conditions of Approval COA-TCR-1 and COA-TCR-2 would ensure potential impacts remain less than significant.

4.18.3 Mitigation Measures

MM-TCR-1: Environmentally Sensitive Areas (ESA) Fencing. Prior to the start of ground-disturbing activities, all features associated with P-33-012536 shall be preserved in place and fenced off with construction fencing and identified as ESAs to ensure Project personnel do not disturb the features. The installation of the ESA fencing shall be monitored by the project archeologist and Tribal Monitors. Specific requirements pertaining to the avoidance buffer, style, materials, access, maintenance, and other requirements shall be provided within the CRMP.

4.18.4 Conditions of Approval

COA-TCR-1: 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.

COA-TCR-2: 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 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.

4.19 Utilities and Service Systems

4.19.1 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

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

No Impact.

The Proposed Project is not of a scope that would result in the construction of new utility services infrastructure. The Project would improve and widen McCall Boulevard from Oak Hurst Avenue to Menifee Road. Construction of the Proposed Project would include the relocation of SCE transmission poles, traffic signals, and streetlights along the alignment where necessary. Additionally, the Project would install traffic signals, street lighting, sidewalks, curb and gutter, ADA ramps, and a retaining wall. The Proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. No Impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐

Less than Significant Impact.

The Proposed Project could use a negligible amount of water during the construction phase to reduce dust. The Project proposes road improvements that would not create the need for new water or wastewater treatment facilities. Therefore, the Project would have a less than significant impact in this regard.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒

No Impact.

The Proposed Project consists of the widening of McCall Boulevard from Oak Hurst Avenue to Menifee Road. Project construction and operation would not produce any wastewater. No Impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

Less than Significant Impact.

Residential and commercial solid waste produced in the City of Menifee is transported to two landfills: El Sobrante Landfill, approximately 18 miles west of the Project Site, and Badlands Sanitary Landfill, 16 miles to the north of the Project Site, by Waste Management. These two landfills have a total remaining capacity of 11,634,470 cubic yards, and a combined residual daily disposal capacity of 5,200 tons per day. The estimated closing date of the landfills are 2026 and 2047 respectively (CalRecycle 2016; CalRecycle 2020). Construction waste would be disposed of at one of these two landfills. The negligible increase in waste

would not be expected to affect the permitted capacity of such landfills. Additionally, Project operation would not generate any solid waste. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

No Impact.

The Proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. The City requires a Waste Recycling Plan in adherence to AB 939, which requires every California City and County to divert 50 percent of its waste from landfills. No Impact would occur.

4.19.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.20 Wildfire

4.20.1 Environmental Setting

The Project Site is identified as being located within both a State Responsibility Area (SRA) and Local Responsibility Area (LRA) with a portion classified as a Very High Fire Hazard Severity Zone (VHFHSZ) within the City of Menifee's General Plan EIR (City of Menifee 2013).

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Less than Significant Impact.

Emergency response times in the Project area have the potential to be affected during construction activities. COA-HAZ-1 would reduce this impact to a less than significant level. Once completed, the Proposed Project would have a beneficial impact to emergency response times by improving traffic circulation.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from, a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

No Impact.

The Project Site is adjacent to both an SRA and LRA, with land to the south classified as a VHFHSZ (City of Menifee 2013). The Project would not exacerbate wildlife risks and would not expose people to pollutant concentrations from a wildfire. Therefore, no impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐

Less Than Significant Impact.

The Project proposes widening of an existing road. However, due to the nature and location of the proposed improvements, the Project is not anticipated to exacerbate fire risk or create other ongoing impacts to the environment. Impacts would be less than significant.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

No Impact.

The Proposed Project is not anticipated to expose people or structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur.

4.20.3 Conditions of Approval

With the implementation of COA-HAZ-1, Project impacts would be less than significant.

4.21 Mandatory Findings of Significance

4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

Impacts to biological resources, cultural resources, geology and soils (including paleontological resources), hazardous materials, hydrology, public services, transportation, tribal cultural resources, and wildfire are discussed in the respective sections of this Initial Study. Impacts would be less than significant with the implementation of conditions of approval COA-BIO-1 through COA-BIO-3, COA-CUL-1 through COA-CUL-6, COA-GEO-1, COA-GEO-2, COA-HAZ-1, COA-HYD-1, COA-HYD-2, COA-TCR-1, and COA-TCR-2 and mitigation measures MM-BIO-1 through MM-BIO-3, MM-NOI-1, and MM-TCR-1.

Impacts from the Proposed Project would not be cumulatively considerable with the implementation of the mitigation measures and conditions of approval listed in this Initial Study.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

The analysis within this Initial Study demonstrates that the Project would not have any individually limited, but cumulatively considerable impacts. The Project has no impact, a less than significant impact, or a less than significant impact with implementation of mitigation and conditions of approval with respect to all environmental issues. Due to the limited scope of direct physical impacts to the environment associated with this Project, impacts are project-specific in nature. With implementation of the proposed mitigation measures and conditions of approval, the Project would not result in significant, unavoidable, adverse environmental impacts. Impacts from the Proposed Project would not be cumulatively considerable.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

As identified in this Initial Study, impacts to biological resources, cultural resources, geology and soils (including paleontological resources), hazardous materials, hydrology, public services, transportation, tribal cultural resources, and wildfire may have adverse effects on human beings, either directly or indirectly. All the Project's impacts on human beings, both direct and indirect, were identified and mitigated if necessary. Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures and conditions of approval listed in this Initial Study.

4.21.2 Mitigation Measures and Conditions of Approval

With the implementation of mitigation measures and conditions of approval in this Initial Study Project impacts would be less than significant.

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2022e Noise Modeling Results for the McCall Boulevard Widening Project. December 2022.

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LIST OF APPENDICES

APPENDIX A

Air Quality and Greenhouse Gas Emissions Estimates

APPENDIX B

Biological Technical Report and MSHCP Consistency Analysis

APPENDIX C

Cultural Resources Technical Report

APPENDIX D

Paleontological Records Search

APPENDIX E

Energy Consumption Modeling Results

APPENDIX F

Noise Modeling Results

APPENDIX G

Preliminary Geotechnical Investigation

APPENDIX H

Tribal Cultural Resources Consultation