MENIFEE
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29844 Haun Road | Menifee, CA 92586
951-672-6777 | Fax 951-679-3843
cityofmenifee.us

CEQA ENVIRONMENTAL CHECKLIST FORM

PROJECT INFORMATION:

1. **Project Title:** Menifee Di Capri Residential

2. **Agency Name:** City of Menifee, Community Development Department
29844 Haun Road, Menifee, CA 92586

3. **Agency Contact:** Russell Brown, Senior Planner

4. **Project Location:** The Project site is located south of Chambers Avenue, west of Murrieta Road and approximately 90 feet east of Connie Way in the City of Menifee, California.

   A. Total Project Area: 8.03 gross acres

   B. Assessor's Parcel No: 335-080-008

   C. Section: 20
   Township: 5 South
   Range 3 West (San Bernardino Base and Meridian)

   D. Latitude: 33° 43' 27.12" North
   Longitude: 117° 9' 22.68" West

   E. Elevation: 1,457 – 1,469 feet AMSL (average 1,460')

5. **Project Applicant/Owners:** Menifee Fellowship 2022 LLC.

   Engineer/Representative: Waber Consultants, Inc.

6. **General Plan Land Use Designation:** Residential 5.1-8R

7. **Zoning Designation:** Low Medium Density Residential (LMDR)

8. **Environmental Setting:**

The approximately 8.03-acre project site is located at the southwest corner of Chambers Avenue and Murrieta Road. The Project site is bordered on the north by Chambers Avenue, to the east by Murrieta Road, to the south by a vacant property, and to the west by residential land uses. Single-family residential uses are also located across Chambers Avenue, approximately 30 feet north of the site, across Murrieta Road, approximately 60 feet east of the site, and across the undeveloped property, approximately 320 feet south of the site. An unoccupied building is located across Chambers Avenue to the north and self-storage facility is located approximately 180 feet north of the project site, across Chambers Avenue. The project site is located approximately 1.0 miles west of the Interstate 215 Freeway (I-215). The nearest airport, Perris Valley Airport, is approximately 3.2 miles north of the project site and the nearest school,

Ridgemoor Elementary, is located approximately 1.6 miles south of the project site. The nearest park, Nova Park, is located approximately 1.0 miles northeast of the Project site. The project site is generally flat with an elevation of approximately 1,460 feet above Mean Sea Level (MSL) and slopes to the east southeast.

Table 1 below shows the various land uses that are located immediately adjacent to the Project site. See Exhibit 8, General Plan Designations, and Exhibit 9, Zoning Designations, for the General Plan land use and zoning designations of the Project site and surrounding properties.

Table 1
Surrounding Land Uses

Direction[1]	General Plan Designation	Zoning District	Existing Land Use
Project Site	Residential 5.1-8 R	Low Medium Density Residential (LMDR)	Vacant
North	Residential 5.1-8 R and Commercial Retail–	Low Medium Density Residential (LMDR) and Commercial Retail	Residential, Unoccupied Building, and Vacant Land
South	Residential 5.1-8 R	Low Medium Density Residential (LMDR)	Vacant
East	Residential 2.1-5 R	Low Density Residential-2 (LDR-2)	Single-Family Homes
West	Residential 5.1-8 R	Low Medium Density Residential (LMDR)	Single-Family Homes

9. Project Description:

The project includes a site plan approval and subdivision map for condominium purposes to subdivide an existing 8.03-acre vacant lot and provide for the construction of 61 single-family units along with common area and a retention basin. The project includes four different models ranging from 1,700 to 2,100 square feet in size. The site is zoned Low Medium Density Residential (LMDR) with a General Plan land use designation of 5.1-8 du/acre.

Access/Circulation

The site would be accessed by two driveways along Chambers Avenue that would connect to an interior road running west to east across the Project site. This interior road would connect to private lanes that provide access to groups of approximately four to five residences. Refer to Exhibit 3 for the proposed Project site plan. The Project would also include street improvements to Chambers Avenue and Murietta Road.

Utilities

The Project will provide private onsite sewer, water, fire water system and recycled water system connections to existing service providers. An existing Eastern Municipal Water District (EMWD) 12-inch water main and an existing 10-inch sewer line is located in Chambers Avenue and an 12-inch water main in Murrieta Road adjacent to the eastern site boundary, adjacent to the northern site boundary.

Grading and Drainage

Project grading is estimated to require 7,177 cubic yards (CY) of raw cut and 12,186 CY of raw fill and 5,009 CY of import. No transport of soil off site is expected (see Exhibit 7, Grading Plan).

The proposed site is subdivided into two subarea drainage areas. The runoff from these areas will sheet flow into onsite drain inlet that will convey the flow via an underground storm drain into an onsite stormwater infiltration basin located at the northeast corner of the site. The infiltration basin will have an overflow into Chambers Avenue, if necessary for any maintenance activities.

10. Required Approvals & Other Public Agency Whose Approval is Required:

Based on its current design concept, the Project will require the following approvals or permits from the City (or other agencies as indicated):

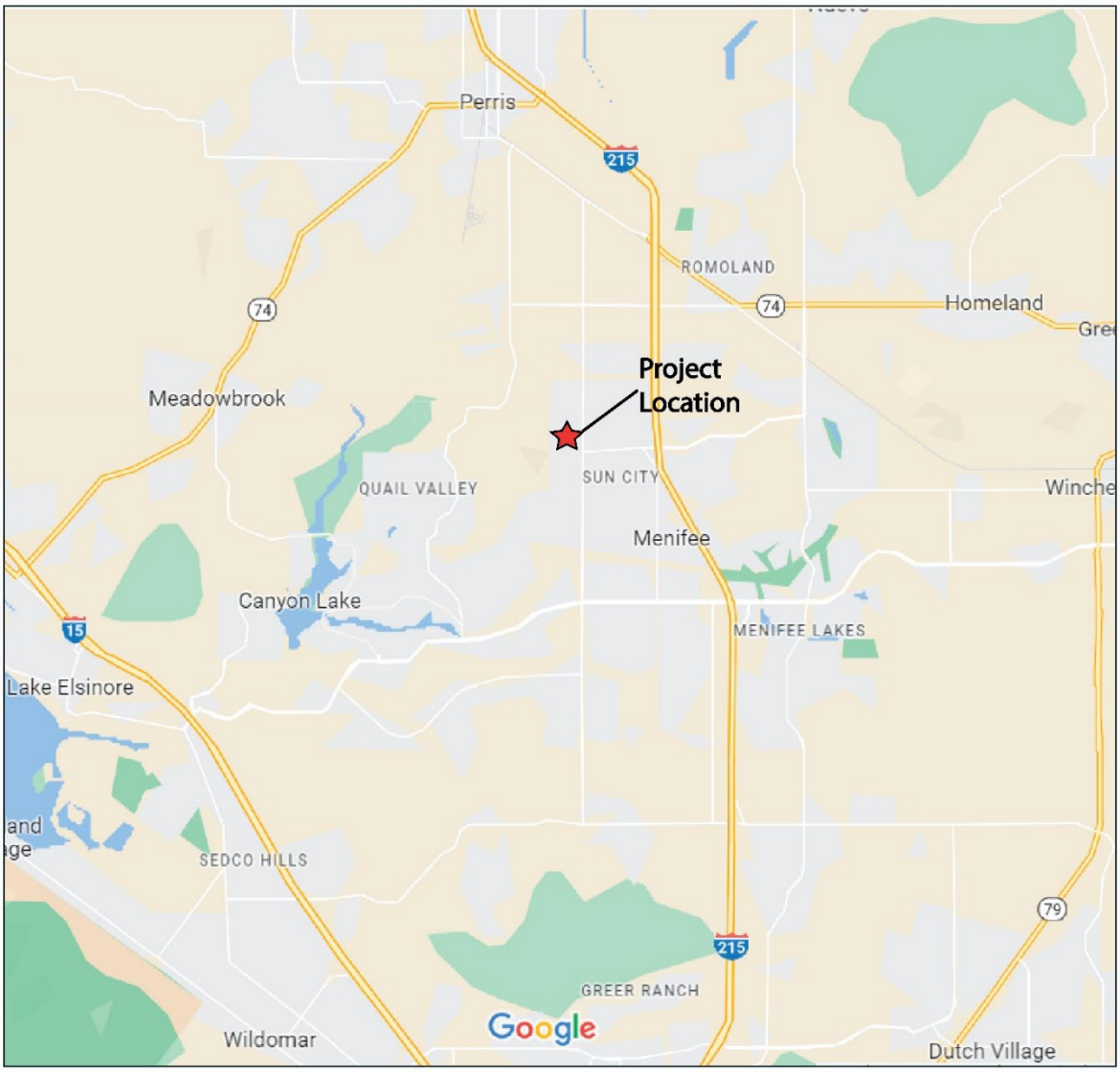
- Tentative Parcel Map No. PLN23-0025
- Plot Plan No. PLN23-0026
- Statewide General Construction Permit
- Grading Permit
- Building Permit

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

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3l contains provisions specific to confidentiality.

A detailed discussion of Native American Consultation (NAC) for this Project is provided in Section XVIII, Tribal Cultural Resources. Tribes involved in the NAC process include Pechanga, Soboba, and Rincon. Rincon deferred to Pechanga.

Exhibit 1
Regional Context Location



Not to Scale

Source: Google Maps

http://www.migcom.com • 951-787-9222

Exhibit 1 Regional Context Map

Di Capri Residential Project
Menifee, California

Exhibit 2
Project Vicinity Map

- Project Site

Not to Scale

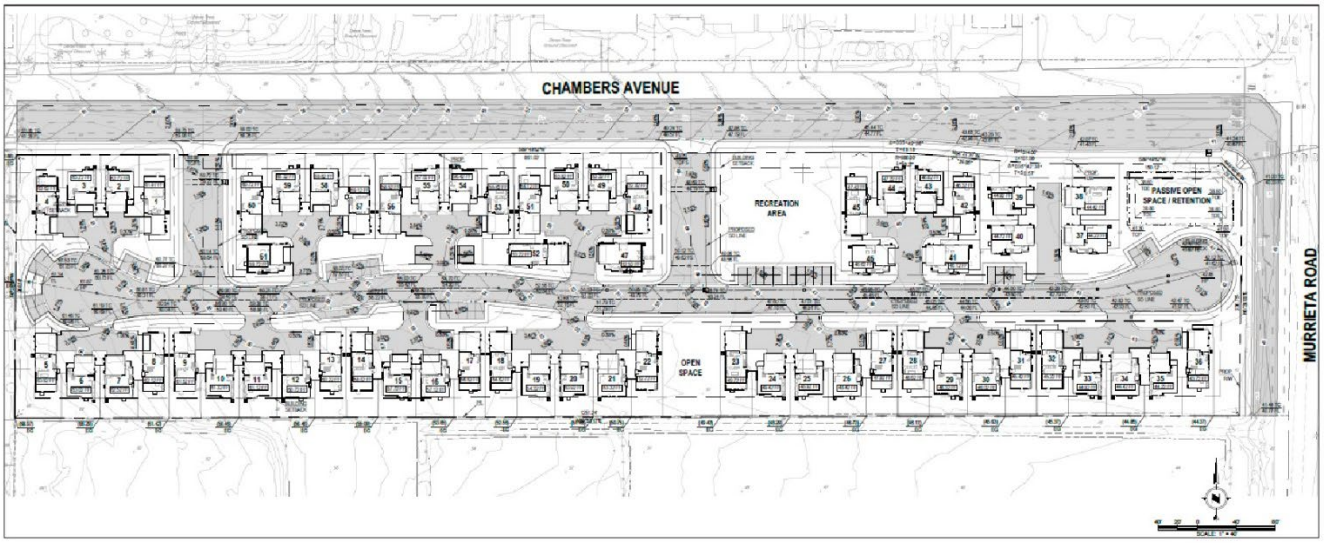
Source: Google Maps

http://www.migcom.com • 951-787-9222

Exhibit 2 Project Vicinity Map

Di Capri Residential Project
Menifee, California

Exhibit 3
Conceptual Site Plan

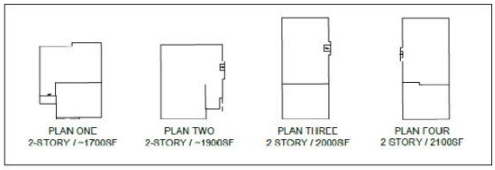


SITE STATISTICS:

ADDRESS	22341 CHAMBERS STREET, MENIFEE, CA 92586
APN	330-191-008
FEMA FLOOD ZONE	ZONE X
NET SITE AREA	7.74 AC / 336,947 S.F.
PROPOSED ZONING	PLANNED RESIDENTIAL DEVELOPMENT
DENSITY*	5.1 5.0 DU/AC ALLOWED 40 MIN - 51 MAX DUs ALLOWED 41 DU TO PROVIDED
SETBACK*	
SIDE	5' ALLOWED / 20' PROPOSED
CORNER	10' ALLOWED / 20' PROPOSED
PARKING	2 SPACES PER SITE REQUIRED 2 SPACES PROVIDED 0.5 SPACES PER DU REQUIRED (21 SPACES REQUIRED) 42 SPACES PROVIDED

AREAS:

GROSS AREA	349,978 SF (8.03 AC)
NET AREA	333,240 SF (7.65 AC)
PRIVATE ROAD AREA	58,275 SF (1.34 AC)
PRIVATE LAND AREA	39,066 SF (0.90 AC)



BUILDING PLAN	NO. OF BUILDINGS	BUILDING SF	TOTAL SF
ONE	22	1,700	37,400
TWO	14	1,900	26,600
THREE	12	2,000	24,000
FOUR	13	2,100	27,300

Source: Waber Consultants, Inc.
http://www.migcom.com • 951-787-9222

Exhibit 3 Conceptual Site Plan
Di Capri Residential Project
Menifee, California

INTENDED USE OF THIS INITIAL STUDY

Pursuant to Section 15367 of the State of California Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the City of Menifee (City) is the Lead Agency under the California Environmental Quality Act (CEQA). The City has primary responsibility for compliance with CEQA and consideration of the proposed "Di Capri" Project. CEQA requires that the Project be reviewed to determine the environmental effects that would result if the Project is approved and implemented.

The City is the Lead Agency and has the responsibility for preparing and adopting the associated environmental document prior to consideration of the approval of the proposed Project. The City has the authority to make decisions regarding discretionary actions relating to implementation of the proposed Project. This Initial Study (IS) has been prepared in accordance with the relevant provisions of CEQA (California Public Resources Code Section 21000 et seq.), the CEQA Guidelines, and the rules, regulations, and procedures for implementing CEQA as adopted by the City. The objectives of the IS are to inform City decision-makers, representatives of other affected/responsible agencies, the public, and interested parties of the potential environmental consequences of the Project and solicit information on data and issues regarding potential environmental impacts of the Project relative to those various parties.

The City formally initiated the environmental process under CEQA for the proposed Project with the preparation of this Initial Study (IS). The IS screens out those impacts that would be less than significant and do not warrant mitigation, while identifying those issues that require further mitigation to reduce impacts to a less than significant level. As identified in the following analyses, Project impacts related to various environmental issues either would not occur, are less than significant (when measured against established significance thresholds) or have been rendered less than significant through implementation of mitigation measures (see the Environmental Factors Potentially Accepted section below).

Based on these analytical conclusions, this IS supports adoption of a Mitigated Negative Declaration (MND) for the proposed Project. CEQA Guidelines Section 15150 permits the incorporation by reference of all or portions of other documents that are generally available to the public. The IS has been prepared utilizing information from City planning and environmental documents, technical studies specifically prepared for the Project, and other publicly available data. These documents are available for review at the City of Menifee Community Development Department.

PUBLIC REVIEW OF THE INITIAL STUDY

The IS and a Notice of Intent to adopt (NOI) an MND will be distributed to responsible and trustee agencies, other affected agencies, and other parties for a 20-day public review period. Written comments regarding this IS should be addressed to:

Russell J. Brown, Senior Planner
City of Menifee Community Development Department
29844 Haun Road Menifee, California 92586
Email: rbrown@cityofmenifee.us Phone: (951) 723-3745 (direct)

After the 20-day public review period, consideration of comments raised during the public review period will be considered and addressed prior to adoption of the MND by the City.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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

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

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

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

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

DETERMINATION:

On the basis of this initial evaluation:

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

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

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

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

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

Signature	Date
Printed Name	Title

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

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

9) The explanation of each issue should identify:
    a) the significance criteria or threshold, if any, used to evaluate each question; and
    b) the mitigation measure identified, if any, to reduce the impact to less than significance.

10) **Cumulative Projects:** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed Project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes and operational characteristics involved with the Project. Section 15130(b)(1) of the CEQA Guidelines identifies two methods to determine the scope of related projects for cumulative impact analysis:

- *List-of-Projects Method:* a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.
- *Summary-of-Projections Method:* a summary of projections contained in an adopted general plan or related planning document or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency. The proposed Project is consistent with the City of Menifee General Plan, AQMP, and the CMP. Therefore, cumulative impacts will be less than significant.

Cumulative level development information from the General Plan and its EIR may be used in some analysis sections to indicate the implications of City-wide buildout. However, City Planning Staff regularly monitors land development activity in the City and maintains a “Land Development CIP List” of specific development projects. The most current City list shows approximately 190 projects of all types as summarized in Table 2 below:

Cumulative level development information from the General Plan and its EIR may be used in some analysis sections to indicate the implications of City-wide buildout. However, City Planning Staff regularly monitors land development activity in the City and maintains a “Land Development CIP List” of specific development projects that reflects the current state of development projects. The current City list is available at the following link:
Land-Development--CIP-Map---January-2024 (cityofmenifee.us)

ANALYSIS SECTIONS - TABLE OF CONTENTS:

APPENDICES

I. AESTHETICS

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

Sources: Public Resources Code Section 21099; City of Menifee General Plan (General Plan 2013); Open Space and Conservation Element (OSCE), Community Design Element (CDE), City of Menifee General Plan Environmental Impact (GPEIR 2013) *(*Chapter 5.1, *Aesthetics)*;; Site Photos, Exhibit 3; Project Plans (Appendix A); Exhibit 1, *Regional Location*; Exhibit 2, *Vicinity Map*; Exhibit 8, *General Plan Land Use Designations*; Exhibit 9, *Zoning Classifications*; Table 1, *Surrounding Land Uses*; and Exhibit 7, *Grading Plan,* all provided in Section I. of this Initial Study.

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant Impact. The Project does not meet any of the criteria of a transit-oriented development. Therefore, the provisions of Public Resources Code Section 21099 are not applicable. The Project site is located in the northwestern portion of the City of Menifee in western Riverside County at an average elevation of 1,460 feet above mean sea level (AMSL).

Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (e.g., development on a scenic hillside). The natural mountainous setting of the Menifee area is critical to its overall visual character and provides a variety of scenic vistas for the community. Topography and a lack of dense vegetation or urban development offer scenic views throughout the City of Menifee, 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 or roadways.

Menifee's two tallest peaks are Quail Hill at 2,250 feet AMSL and Bell Mountain at 1,850 feet AMSL, both in the northern portion of the City. However, many of the area's scenic resources are outside the City limits. Scenic views from Menifee include the San Jacinto Mountains to the northeast and east; the San Bernardino Mountains to the north; the San Gabriel Mountains to the northwest; and the Santa Ana Mountains to the west and southwest. The Project site is vacant and essentially flat with an average elevation of 1,460 feet above mean sea level (AMSL). As shown in General Plan Exhibit OSC-2, Significant Slopes, the area surrounding the Project site does not have "significant slopes" on or adjacent to the Project site. The nearest significant slope classification of 5–10% overlies a small part of the western portion of the site.

Exhibit CD-2 of the Community Design Element in the Menifee General Plan identifies Murrieta Road, which borders the project site to the east as an Enhanced Landscape Corridor. The City's General Plan EIR

concluded that there would be no significant impacts to scenic vistas as long as development was regulated according to the General Plan along the locally identified scenic corridors and enhanced landscape corridors, including Murrieta Road. The Project will include 61 two-story residential dwelling units consisting of one, two, three, and four bedroom floor plans as depicted in Exhibit 4, Conceptual Site Plan, and Exhibit 5, Building Elevations. The Project is designed in accordance with the Planned Residential Development requirements and regulations. Due to the low height of the proposed buildings the Project will not block any scenic views or vistas as designated in the City's General Plan. Therefore, the Project will not have any significant impacts on scenic vistas and no mitigation is required.

b) Less Than Significant Impact. Exhibit C-8 of the CDE shows there are no officially designated scenic highways in or near the City. However, 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 (Caltrans 2022). The nearest designated state scenic highway to the City is a portion of SR-74 in the San Jacinto Mountains about 17 miles east of the City.

Exhibit C-8, Scenic Highways, also shows the I-215 Freeway, approximately 1.18 miles to the southeast of the Project site and McCall Boulevard approximately 2.0 miles to the east as Eligible County Scenic Highway. McCall Boulevard from the I-215 Freeway east to Menifee Road and then Menifee Road north of McCall Boulevard are also both designated Eligible County Scenic Highways.

The Project site is vacant and does not contain mature trees, rock outcroppings or historic buildings, and there are no state-designated scenic highways or Eligible County Scenic Highways visible from the Project site. In addition, the analysis in Section I.a above concluded the Project would have no significant impacts related to scenic vistas. The Project will not substantially damage scenic resources and will not affect a state-designated scenic highway. Therefore, the Project will have no impacts in this regard and no mitigation is required.

c) Less Than Significant Impact. According to Section 5.1.3 of the GPEIR (p. 5.1-10):

"*Implementation of the proposed General Plan is not expected to degrade views of scenic resources in the City. At full General Plan buildout, development in many parts of the City would intensify urban development in currently undeveloped areas. Portions of the City that are currently vacant land or farmland would be developed with a mix of residential, commercial, industrial, and institutional uses.*"

The Project area does have views of uplands outside of the City. Scenic views from Menifee include the San Jacinto Mountains to the northeast and east; the San Bernardino Mountains to the north; the San Gabriel Mountains to the northwest; and the Santa Ana Mountains to the west and southwest. The Project site is relatively flat and vacant. The site is bordered by an existing lower density single-family residential neighborhood on the east west and northwest. The parcel bordering the Project site on the south is vacant.

The City of Menifee has historically been a rural area but has been slowly urbanizing in recent years. Construction of the proposed Project will result in short-term impacts to the existing visual character and quality of the area visible from public areas. Construction activities will require the use of equipment and storage of materials within the Project site. However, construction activities are temporary and will cease when construction is finished, so they will not result in any permanent visual impacts.

The proposed Project will incrementally change the visual character of the Project site by adding a residential development.

The Project is consistent with the General Plan which anticipated residential development of this scale and character in this area. All buildings will be consistent with City design and building height requirements and limitations. With incorporation of standard residential design features, the Project will have less than

significant impacts on the visual character of the site and its surroundings, will not degrade public views, and will not conflict with applicable zoning and other regulations governing scenic quality.
This analysis demonstrates the Project will not substantially degrade the existing visual character or quality of public views of the site and its surroundings. It is in an urbanizing area and would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, impacts in this regard are less than significant and no mitigation is required.

d) Less Than Significant Impact. Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

The site is currently vacant with no lighting, although there are lights in the surrounding areas to the west, north, and east from residences and streetlights. The residential neighborhoods to the west, north, and east have lighting typical of suburban communities. A low-level skyglow is also visible to the northwest from vehicular headlights of traffic along Murrieta Road. It is anticipated that future residential development adjacent in the general area of the site will have lighting fixtures and levels commensurate with suburban land uses.

The proposed residential use will require additional temporary sources of light and glare during construction activities. These additional artificial light sources are typically associated with security lighting since all exterior construction activities are limited to daylight hours in the City. Workers either arriving to the site before dawn, or leaving the site after dusk, will generate additional construction light sources. These impacts will be temporary, of short-duration, and will cease when Project construction is completed. For these reasons, and because there are limited numbers of construction workers, these short-term lighting impacts are considered less than significant.

Once residences are constructed there will be permanent lighting sources onsite including free-standing area lights, light fixtures on buildings, and vehicle headlights. The proposed Project will require additional outdoor lighting associated with the new residences, streets, and parking areas.

The City Municipal Code requires that lighting associated with new development not be directed towards any surrounding uses. Chapter 6.01 of the Menifee Municipal Code (Dark Sky; Light Pollution) indicates that low-pressure sodium lamps are the preferred illuminating source and all non-exempt outdoor light fixtures shall be shielded. A maximum of 8,100 total lumens per acre or parcel if less than one acre shall be allowed. When lighting is “allowed”, it must be fully shielded if feasible and partially shielded in all other cases and must be focused to minimize spill light into the night sky and onto adjacent properties (Section 6.01.040). The Project will be conditioned that, prior to the issuance of building permits, all new construction which introduces light sources be required to have shielding or other light pollution-limiting characteristics such as hood or lumen restrictions. This is a standard condition and is not considered unique mitigation under CEQA.

The General Plan Community Design Element includes goals that encourage attractive landscaping, lighting, and signage that conveys a positive image of the community (Goal CD-6) and that limit light leakage and spillage that may interfere with the operations of the Palomar Observatory (Goal CD-6.5). According to Section 5.1.3 of the GPEIR (p. 5.1-13):

> “*Additionally, all future development projects that would be accommodated by the proposed General Plan would be required to comply with California’s Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations), which outlines mandatory provisions for lighting control devices and luminaires.*

Adherence to County and City regulations and implementation of the policies of the proposed General Plan would ensure that light and glare from new development and redevelopment projects accommodated by the General Plan would be minimized and that significant impacts would not occur."

The Project site is located approximately 32 miles northwest of the Mt. Palomar Observatory. Lighting for the Project will be required to comply with Menifee Municipal Code Section 6.01 and General Plan goals through the implementation of **Standard Condition SC-AES-1.** Standard conditions are considered regulatory compliance and not unique mitigation under CEQA. With implementation of this standard condition, the Project will have a less than significant impact related to interfering with the nighttime use of the Mt. Palomar Observatory.

The requirements of GP Goal CD-6.5 would apply to the proposed Project, therefore, the same conclusions reached in the GPEIR would apply to the Project. To assure this compliance, **Standard Condition SC-AES-1** will be implemented for all new Project lighting. With regulatory compliance, the Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, any impacts will be less than significant and no mitigation is required.

Cumulative Impacts

With 61 residential units on 8.03 acres, the proposed Project represents 0.05% of the cumulative 15,137 acres of residential development and 0.14% of the planned 43,737 residential units. The Menifee area has views of various uplands to the west, northeast, east, and southeast. The City's General Plan evaluated regional or cumulative impacts related to aesthetics and views and found that development according to the General Plan would have less than significant impacts. The Project is consistent with the General Plan land use designation. Therefore, the Project will not make a significant contribution to any cumulatively considerable visual impacts.

In addition, the Project will also increase overall ambient nighttime light levels in the region, a condition which is also referred to as "skyglow". However, the Project represents only an incremental portion of this eventual increase in light levels and will comply with regulations established to minimize lighting impacts on the community. The City's General Plan also evaluated regional or cumulative impacts related to lighting and found that development according to the General Plan would have less than significant impacts. The Project is consistent with the General Plan land use designation, therefore, the Project will not make a significant contribution to any cumulatively considerable lighting or glare impacts.

Standard Condition and Regulatory Compliance

SC-AES-1 Chapter 6.01 of the Menifee Municipal Code (Dark Sky; Light Pollution). Low-pressure sodium lamps are the preferred illuminating source, and all non-exempt outdoor light fixtures shall be shielded. A maximum of 8,100 total lumens per acre or parcel if less than one acre shall be allowed. When lighting is "allowed", it must be fully shielded if feasible and partially shielded in all other cases and must be focused to minimize spill light into the night sky and onto adjacent properties (Section 6.01.040). The Project will be conditioned that, prior to the issuance of building permits, all new construction which introduces light sources be required to have shielding or other light pollution-limiting characteristics such as hood or lumen restrictions.

Mitigation Measures: No measures are required or recommended.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined in Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Sources: *GPEIR* (Chapter 5.2, *Agriculture and Forestry Resources*);; *General Plan*; Public Resources Code Section 12220(g); City of Menifee Zoning Map; California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP), Important Farmland Finder Website https://maps.conservation.ca.gov/DLRP/CIFF/; and City of Menifee Municipal Code.

Analysis of Project Effect and Determination of Significance:

a) No Impact. The California Department of Conservation (CDOC), Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the state's land into eight categories based on soil quality and existing agricultural uses to produce maps and statistical data. These are used to help preserve productive farmland and to analyze impacts on farmland. Farmland maps are updated and released every two years. In the CEQA Checklist, Prime Farmland, Farmland of Statewide Importance, and Unique Farmland are all considered farmland resources by the state which are collectively referred to as "Important Farmland" in this IS. The highest rated Important Farmland is Prime Farmland. According to the "Important Farmland Finder" on the FMMP website, the Project site and adjacent lands are designated as Urban and Build-Up Land. (FMMP 2022).

II. AGRICULTURE AND FORESTRY RESOURCES

The closest land designated as Farmland of Local Importance is located 0.50 miles northeast of the site and is partially developed with a residential subdivision. This property is isolated from other prime farmland in the surrounding region. Therefore, Project implementation would not convert Farmland to a non-agricultural use and no impacts would result.

The City is focusing on developing land in an economically productive way that will serve the growing population. Based on market conditions, Menifee's future development emphasizes mixed-use, commercial, industrial, and residential uses rather than supporting the continuation of agricultural uses, which are becoming less economically viable as the surrounding region suburbanizes. It should be noted the Menifee General Plan contains no goals or policies that specifically address agricultural or forest resources and does not contain the term "farmland of local importance". Based on the policy direction contained in the General Plan, Project impacts to "Important Farmland" will be less than significant and no mitigation is required.

b) No Impact. County records indicated there are no Williamson Act contracts active on or in the immediate vicinity of the Project site. In addition, the title report prepared for the Project site lists no agricultural preserves or Williamson Act contracts on the property (Appendix A). Therefore, the Project will not conflict with a Williamson Act contract. No impacts will occur.

c) No Impact. Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The Project site and surrounding properties are not currently being defined, managed, or used as forest land as identified in Public Resources Code Section 12220(g). The site does not contain trees or groves which could be considered a type of forest resource. Therefore, no impacts will occur and no mitigation is required.

d) No Impact. As discussed in Threshold II.b, there are no trees or any forest land on the Project site. Therefore, there will be no loss of forest land or conversion of forest land to non-forest use as a result of the Project. No impacts will occur.

e) No Impact. Based on the analysis in Thresholds II.a through II.d above, the Project will not result in the conversion of Farmland to non-agricultural use. In addition, the Project will not result in the conversion of forest land to non-forest use. Therefore, there are no impacts.

Mitigation Measures: None required or recommended.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

Sources: *Air Quality and Health Risk Assessment Report,* MIG, December 1, 2023 Appendix X).

Applicable General Plan Policies:

Circulation Element

Goal C-4: Diversified local transportation options that include neighborhood electric vehicles and golf carts.

Policy C-4.1: Encourage the use of neighborhood electric vehicles and golf carts instead of automobiles for local trips.

Open Space and Conservation (OSC) Element

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

Policy OSC-9.1: Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.

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

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant Impact. The Project site is within the South Coast Air Basin (Basin) and air quality within the Basin is monitored and managed by the South Coast Air Quality Management District (SCAQMD). The management of air quality in the Basin is outlined in the 2016 Air Quality Management Plan (AQMP) which describes air pollution control strategies to be taken by lead agencies located within region classified as a nonattainment area. The main purpose of an AQMP is to bring the area into compliance with Federal and State air quality standards. CEQA requires that projects be analyzed for consistency with the most current AQMP (2016). It should be noted a draft 2022 AQMP is currently being prepared but has not been adopted yet by the SCAQMD.

The first step is to determine if the Project is consistent with the General Plan land use designation and zoning classification for the site because the AQMP is based on local approved land uses as outlined in the various General Plans throughout the Basin. In this case the Project is consistent with the General Plan land use designation. The project is consistent with the General Plan land use designation and the zoning classification

for the site and is not requesting a change to either of these designations. Therefore, the Project is consistent with the AQMP in terms of land use.

The purpose of an AQMP is to bring an air basin into compliance with federal and state air quality standards and is a multi-tiered document that builds on previously adopted AQMPs including the California Ambient Air Quality Standards (CAAQS) and the National Air Quality Ambient Standards. The 2016 AQMP for the Basin, which updated the 2012 AQMP, was approved by the SCAQMD Board of Directors on March 3, 2017. On December 2, 2022, the SCAQMD Governing Board adopted the 2022 AQMP, which focuses on bringing the South Coast Air Basin and the Salton Sea Air Basin into compliance with the 2015 8-hour ozone standard. The South Coast Air Basin, which is in extreme nonattainment, has an attainment year of 2037 for the 2015 8-hour ozone NAAQS. The 2022 AQMP includes growth projections developed by SCAG for the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that help inform emissions inventories. The 2022 AQMP plans to reduce Nitrogen Oxides ($NO_{x)}$ emissions to 60 tons per day, which is 67% below the current 2037 baseline, in order to meet this standard. The 2022 AQMP notes that widespread adoption of zero emission technologies across all sectors and a combination of local, state, and federal action will be required to achieve the projected NO_x reductions.

The SCAQMD proposes incentive programs and 49 control measures that, with state and federal control measures, can achieve the required NO_x reductions. SCAQMD's incentive programs would focus on promoting deployment of existing zero emission and low NO_x technology and on developing new zero emission and ultra-low NO_x technologies. SCAQMD's control measures consist of 30 measures that target stationary sources and 18 that target mobile sources.

As demonstrated in Threshold III.b, the Project will comply with the applicable thresholds of significance for NOx as well as the other criteria pollutants, plus implementation of **Standard Conditions SC-AQ-1 and SC-AQ-2** (included at the end of this section) will reduce construction emissions. Therefore, the Project would not result in or cause NAAQS or CAAQS violations and the Project's proposed land use/zoning designations do not increase the development intensities reflected in the adopted General Plan. Thus the Project is consistent with the SCAQMD 2016 AQMP. Impacts will be less than significant and no mitigation is required.

b) Less Than Significant Impact. The Project consists of constructing and occupying 61 single-family residential units which will generate air pollutants during construction and occupancy. For the purposes of this analysis, the Project is located in SCAQMD Source Receptor Area (SRA) 24 which is the Perris Valley.

Construction Impacts

Construction activities associated with the Project will result in emissions of carbon monoxide (CO), volatile organic compounds (VOC), NO_x, sulfur oxides (SO_x), particulate matter – 10 micrometers or less (PM_{10}), and $PM_{2.5}$. Construction-related emissions are expected from the following construction activities:

- Site Preparation;
- Grading;
- Building Construction;
- Paving;
- Architectural Coating; and
- Construction Workers Commuting.

In the air quality analysis, construction of the Project was estimated to have one phase of construction to start in mid-2024 with construction scheduled to be completed within 14 months. Construction activities are expected to consist of site preparation, grading, building construction, paving, and architectural coatings. The assessment assumes that construction phases will not overlap to any appreciable degree. Should any of these dates be delayed, the results of this assessment would still remain valid because air quality standards

become more stringent over time so actual future emissions would tend to be lower than estimated in the past.

The Project grading plan indicates grading will require the import of approximately 5,009 cubic yards (CY) Emissions during grading and construction will be effectively controlled by implementation of **Standard Conditions SC-AQ-1** and **SC-AQ-2**.

The SCAQMD has developed regional significance thresholds for criteria pollutants and have concluded that any projects in the Basin with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. The most current version of the California Emissions Estimator Model (CalEEMod, Version 2022.1) was used to calculate criteria air pollutant emissions from the construction and occupancy of the Project. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify criteria air pollutant and GHG emissions. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as Greenhouse Gases (GHG) emissions from off-site energy generation, solid waste disposal, vegetation planting and/or removal, and water use. The model also identifies mitigation measures to reduce criteria pollutant and GHG emissions. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts.

The CalEEMod default construction equipment list is based on survey data and the size of the site. The parameters used to estimate construction emissions, such as the worker and vendor trips and trip lengths, utilize the CalEEMod defaults. The construction equipment list is shown in **Table 3-1, Construction Assumptions**.

Table 3-1
Construction Assumptions

Construction Phase	Total Days (A)	Equipment (B)		Max. Hours per Day
Site Preparation	10	Rubber Tired Dozers, Crawler Tractors, Excavators, Graders		8
Grading	20	Rubber Tired Dozers, Scrapers, Crawler Tractors, Cranes, Forklifts		8
Building Construction	230	Generator Sets, Tractors/Loaders/Backhoes, Welders, Pavers		8
Paving	20	Paving Equipment, Rollers		8
Architectural Coating	20	Air Compressors		8

(A) Days refers to total active workdays in the construction phase, not calendar days.
(B) he typical equipment list does not reflect all equipment that would be used during the construction phase. Not all equipment would operate eight hours per day each workday.
Source: Table 2-1, MIG 2023

Table 3-2, Regional Construction Emissions, presents the air pollutant emissions from all construction activities during both the summer and winter months, and compares the maximum daily emissions for each criteria pollutant to the SCAQMD's daily thresholds for those pollutants to determine if there will be any significant air quality impacts during construction. It should be noted the table includes emissions from all

construction activities, including site preparation, grading, building construction, paving; architectural coatings, and construction workers commuting to and from the job site. **Table 3-2** demonstrates Project emissions will be below the SCAMQD thresholds so the Project will have no significant construction-related air quality impacts and no mitigation is required.

Table 3-2
Regional Construction Emissions

Timeframe	Emissions (lbs/day)[1]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer 2024	1.6	12.3	18.6	<0.1	1.5	0.7
Winter 2024	3.7	36.1	34.0	0.1	9.5	5.5
Winter 2025	36.6	7.5	10.9	< 0.1	0.5	0.4
Maximum Daily Emissions	**36.6**	**36.1**	**34.0**	**0.1**	**9.5**	**5.5**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

[1] Source: Table 4-7, MIG 2023 PM_{10} and $PM_{2.5}$ emissions reflect 3x daily watering per SCAQMD Rule 403 for fugitive dust.

Operational Impacts

Operational or occupancy activities associated with the Project would result in emissions of CO, VOCs, NO_X, SO_X, PM_{10}, and $PM_{2.5}$. Operational-related emissions are expected from the following primary sources - area source emissions, energy source emissions, and mobile source emissions. The Project related operational air quality impacts are mainly from vehicle trips generated by the Project. Trip characteristics from the "Di Capri Miles Traveled (VMT) Screening Evaluation" and the Traffic Impact Assessment (TIA) prepared for the Project (Ganddini 2023) were utilized in this analysis. The estimated operation-source emissions from the Project are summarized in **Table 3-3, Regional Operational Emissions**.

Table 3-3
Regional Operational Emissions (Year 2025)

Sources	Maximum Daily Pollutant Emissions (lbs/day)[1]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Mobile Sources	2.5	2.5	20.1	0.1	4.3	1.1
Area Sources	3.7	1.0	8.1	<0.1	0.10	0.1
Energy Sources	<0.1	0.6	0.2	<0.1	<0.1	<0.1
Total Maximum Daily Emissions [2]	**14.27**	**10.96**	**71.94**	**0.16**	**4.97**	**1.27**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Winter						
Mobile Sources	6.39	6.65	47.6	0.13	4.6	0.89
Area Sources	6.12	3.58	1.52	0.02	0.29	0.29
Energy Sources	0.06	1.03	0.44	0.01	0.08	0.08
Total Maximum Daily Emissions	12.57	11.26	49.56	0.16	4.97	1.26

SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

1 Maximum daily ROG, CO, SOX emissions occur during the summer. Maximum daily NOX, PM10, and PM2.5 emissions occur during the winter.

2. Totals may not equal due to rounding.

Source: Table 4-8, MIG 2023

As shown on Table 3-3, operational-source emissions would not exceed the applicable SCAQMD regional thresholds for emissions of any criteria pollutant so impacts would be less than significant and no mitigation is required.

Cumulative Impacts

As previously stated, the SCAQMD has determined that any projects within the Basin that have daily emissions that do not exceed any of the indicated thresholds are considered to have less than significant air quality impacts on both an individual and cumulative basis. Tables 3-2 and 3-3 demonstrate the Project's air pollutant emissions during construction and operation will not exceed the SCAQMD's thresholds. Therefore, the Project will not make a significant contribution to any cumulatively considerable air quality impacts, and no mitigation is required.

c) Less Than Significant Impact. Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where they gather are defined as "sensitive receptors". These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours or more.

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs). The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice[1] Initiative I-42. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

Receptors in the Project study area are described below. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site were measured at the following distances: 82 feet, 164 feet, 328 feet, 656 feet, and 1,640 feet.

- Single-family residences west of the site along Connie Way, north of the site across Chambers Avenue, east of the site across Murrieta Road, and south of the site along Abbey Lane (the Hillside Mobilehome Estates)
- Vaulter Club athletic facility approximately 790 feet north of the Project site.

The land use closest to the site where an individual could remain for 24 hours to the Project site has been used to determine construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$, since

[1] The purpose of SCAQMD's Environmental Justice program is to ensure that everyone has the right to equal protection from air pollution and fair access to the decision-making process that works to improve the quality of air within their communities. Further, the SCAQMD defines Environmental Justice as "…equitable environmental policymaking and enforcement to protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution."

PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time. Distances were measured at the following distances: 82 feet, 164 feet, 328 feet, 656 feet, and 1,640 feet.

Construction Impacts

Table 3-4, Localized Construction Impacts, identifies the localized impacts at the nearest receptor location in the vicinity of the Project. For analytical purposes, emissions associated with peak site preparation and grading activities are considered for purposes of LSTs since these phases represent the maximum localized emissions that would occur. Any other construction phases of development that overlap would result in lesser emissions and consequently lesser impacts than what is disclosed herein. As shown in Table 3-4, emissions resulting from the construction will not exceed the daily thresholds of significance established by the SCAQMD for any criteria pollutant. Thus, a less than significant impact would occur for localized Project-related construction-source emissions and no mitigation is required.

Table 3-4
Localized Construction Impacts

Onsite Emissions	Maximum On-Site Pollutant Emissions (lbs/day) (A)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation 2024	26	34	9.5	5.5
Grading 2024	21	20	4.4	2.3
Building Construction 2024	12	17	1.5	0.7
Paving 2024	**7.9**	**11**	**0.5**	**0.4**
Paving 2025	**7.5**	**10**	**0.5**	**0.4**
Architectural Coating 2025	**0.9**	**1.9**	**0.2**	**0.1**
SCAQMD Localized Threshold	270	1,577	13	8
Threshold Exceeded?	**No**	**No**	**No**	**No**

(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. In general, due to rounding, there is no difference between summer and winter emissions levels for the purposes of this table.
Source: : Table 4-9, MIG 2023

Operational Impacts

Table 3-5, Localized Operational Emissions, identifies localized impacts operational impacts. The proposed Project's maximum daily operational emissions are compared against the SCAQMD's-recommended LSTs. The LSTs are for SRA 24 (Perris Valley) in which the proposed Project is located. The operational emissions from on-site area, energy, and mobile sources were estimated against the SCAQMD's thresholds for a 5-acre project size. A receptor distance of 25 meters was used to evaluate impacts at sensitive receptor locations for operational activities.

Table 3-5
Localized Operational Impacts

Onsite Emissions	Maximum On-Site Pollutant Emissions (lbs/day) (A)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area	1.0	17	1.5	0.7
Energy	**0.6**	**0.2**	**<0.1**	**<0.1**
Mobile (B)	**<0.1**	**0.4**	**0.1**	**<0.1**
Total On-Site Emissions	**1.6**	**8.7**	**0.2**	**0.1**
SCAQMD Localized Threshold	270	1,577	4	2
Threshold Exceeded?	**No**	**No**	**No**	**No**

(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. In general, due to rounding, there is no difference between summer and winter emissions levels for the purposes of this table.
(B) Mobile source emissions estimates reflect potential onsite vehicle emissions only and were derived by assuming 2%of operational mobile source emissions in Table 3-3 will occur onsite
Source: : Table 4-10, MIG 2023

CO "Hotspots"

Based on the TIA prepared for the proposed Project (Ganddini Group, 2023), the maximum number of vehicles moving through any intersection under full development, cumulative conditions in 2025 would be approximately 6,200 total vehicles per day (or approximately 517 total vehicles per hour) at the intersection of Jefferson Street and Indio Boulevard (during the PM peak hour). This level of traffic is less than the traffic volumes (approximately 8,000 vehicles per peak hour) modeled in the SCAQMD's 2003 AQMP and determined to result in CO concentrations that are substantially below ambient air quality standards. The proposed Project, therefore, would not contribute to off-site traffic volumes that could cause or significantly contribute to CO concentrations that exceed State or Federal ambient air quality standards for CO. (MIG 2023).

d) Less Than Significant Impact. Heavy-duty equipment in the Project area during construction will emit odors, however, the construction activity would cease to occur after individual construction is completed. The Project is required to comply with SCAQMD Rule 402 during construction, which states that a person shall not 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 (see **Standard Condition SC-AQ-2**) which is considered regulatory compliance and not unique project mitigation under CEQA.

Land uses that commonly receive odor complaints include agricultural uses (farming and livestock), chemical plants, composting operations, dairies, fiberglass molding facilities, food processing plants, landfills, refineries, rail yards, and wastewater treatment plants. The proposed Project does not contain land uses that would typically be associated with significant odor emissions.

The Project is residential in nature, so Project-related odors are not expected to meet the criteria of being a nuisance. The vehicle trips generated by the Project would occur throughout the day, so the exhaust would not be heavily concentrated for extended periods. For the reasons outlined above, potential air quality impacts of the Project will be less than significant and no mitigation is required.

III. AIR QUALITY

Standard Conditions and Regulatory Requirements

SC-AQ-1: The Project shall comply with SCAQMD Rules (that are currently applicable during construction activity and operations for this Project) including but not limited to:

- Rule 1113 (Architectural Coatings);
- Rule 403 (Fugitive Dust); and
- Rule 1186 / 1186.1 (Street Sweepers).
- Rule 461 (Gasoline Transfer and Dispensing)

More specifically, the following shall apply to the Project:

- All construction equipment shall be maintained in proper tune.
- All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
- The use of heavy construction equipment shall be suspended during first stage smog alerts.
- "Clean diesel" equipment shall be used when modified engines (catalyst equipped, or newer Moyer Program retrofit) are available at a reasonable cost.
- The Project must follow SCAQMD rules and requirements with regards to fugitive dust control, which include but are not limited to the following:
  - All active construction areas shall be watered two (2) times daily.
  - All haul trucks shall be covered or shall maintain at least two (2) feet of freeboard.
  - All unpaved parking or staging areas shall be paved or watered a minimum of two (2) times daily.
  - Speed on unpaved roads shall be reduced to less than 15 mph.
  - Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
  - Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
  - All operations on any unpaved surface shall be suspended if winds exceed 25 mph.
- Carpooling shall be encouraged for construction workers.
- Any dirt hauled off-site shall be wet down or covered.
- Access points shall be washed or swept daily.
- Construction sites shall be sandbagged for erosion control.
- The Project shall comply with all SCAQMD Rule 461 requirements regarding gasoline transfer and dispensing.

SC-AQ-2: The Project shall comply with SCAQMD Rule 402 during construction and operations, which states that a person shall not 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.

Mitigation Measures: None required or recommended.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on sate or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Sources: *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Biological Resources Assessment, Jurisdictional Delineation, and MSCHP Consistency Analysis,* Jennings Environmental, LLC, July 2022. (*MSHCP Report*, Appendix B); *GPEIR* (Chapter 5.4, *Biological Resources*); *General Plan*;; Exhibit 2, Vicinity Map, Exhibit 3, Site Photos; Section 9.200.030 of the Menifee Municipal Code (Tree Preservation Regulations); and Western Riverside County Multiple Species Habitat Conservation Plan Interactive Maps.

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant with Mitigation Incorporated. A detailed biological resource assessment was prepared for the Project site in 2020 and was updated in August 2022 (*MSHCP Report*). Based on the final Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP adopted June 17, 2003), the Project site is not located within a Proposed or Existing Constrained Linkage, Core Group or Area, Habitat Block, Criteria Cell, a Cell Group, or Sub-Unit of the Sun City/Menifee Valley Area Plan. In addition, the Project site is not located within or along the boundaries of Western Riverside County Regional Conservation Agency (RCA) Conserved Lands or MSHCP Public/Quasi-Public Conserved Lands (Jennings 2022). The site has been completely disturbed and currently supports only ruderal vegetation, tamarisk, a Brazilian Pepper Tree, and bare ground.

There is no visible evidence of natural drainage features, vernal pools, or other wetland features on the Project site now or in the recent past, based on site reconnaissance and a review of historical aerial photographs. No riparian vegetation, standing water, or other sign of areas that pond water (e.g., depressions, mud cracks, tire ruts, drainages, etc.) were observed on the Project site and there are no features present that would support fairy shrimp or other plant or animal species typical of vernal pools.

The *MSHCP Report* identified 38 special-status plant species with 9 having a special designation of either federally listed or state listed in the vicinity of the Project site (i.e., Romoland USGS quadrangle). Special-status plant and wildlife species were evaluated for their potential to occur within the Project site based on their habitat requirements, availability and quality of suitable habitat, and known distribution of each species. Based on habitat requirements for specific special-status plant species and the availability and quality of habitats needed by each species, the *MSHCP Report* concluded the Project site does not provide suitable habitat for special-status plant species known to occur in the area and they are therefore presumed to be absent. The report also found the site contained no evidence of special status plant communities that have been found in the surrounding region, which include Southern Coast Live Oak Riparian Forest and Southern Cottonwood Willow Riparian Forest.

Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey. The MSHCP Report determined the Project site does not provide suitable habitat for any of the other special-status wildlife species known to occur in the area since the site has been repeatedly and heavily disturbed by weed abatement/fire management practices and surrounding development (homes to the east, a school to the west).

The site is within the designated survey area for burrowing owl which is a California Species of Special Concern. A focused survey found no evidence of the species or its habitat being present onsite. Although the site is disturbed, the conditions present onsite are marginally suitable for BUOW. The assessment survey was structured, in part, to detect BUOW, which has been observed in the near vicinity of the Project site (within 5 miles). Based on the July 2022 field survey, the site does not contain suitable habitat for this species. The property is continually maintained. No burrowing owls were observed during the site visit. No burrows of any kind were located within the property site. No portion of the project site showed any evidence of past or present BUOW activity. No feathers, whitewash, or castings were found and no suitable burrow surrogate species are present on-site. Additionally, two red-tailed hawks were observed foraging on-site and within the vicinity. No suitable habitat exists on-site; therefore, no focused surveys are required.

The site is not located within or adjacent to any USFWS designated Critical Habitat. Therefore, no loss or adverse modification of Critical Habitat will occur as a result of the proposed Project and consultation with the USFWS will not be required.

The site has been completely and regularly disturbed for many years and has experienced regular human activity. However, to ensure no impacts any of the sensitive bird species that could inhabit the tamarisk or Brazilian pepper tree, **Mitigation Measure MM-BIO-1** will be imposed which requires a pre-construction nesting bird clearance survey be conducted prior to ground disturbance.

Based on available information, the Project will not 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 CDFW or USFWS. Impacts will be less than significant with implementation of the recommended **Mitigation Measure MM-BIO-1** for potential impacts to burrowing owl and nesting birds.

b) No Impact. According to the *MSHCP Report,* the Project site has no visible evidence of natural drainage features, vernal pools, or other wetland features now or in the recent past, based on site reconnaissance and a review of historical aerial photographs. There are no other kinds of perennial or seasonal aquatic features

that could be classified as federally protected wetlands as defined by Section 404 of the Clean Water Act present on the site (e.g., rivers, open waters, swamps, marshes, bogs, fens, etc.). In addition, The Project area was surveyed with 100 percent visual coverage and no definable bed or bank features exist on the project site. There is an outlet structure that deposits water onto the site from the surrounding parcels, however, it appears that the amount of water that is discharged does not stay within a defined location or channel. It is either absorbed into the soil or lost sheet flow within the site. As such, the subject parcel does not contain any areas under California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife USFWS) jurisdiction.

Therefore, implementation of the Project will not 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 CDFW or USFWS. No impacts will occur and no mitigation is required**.**

c) No Impact. The Army Corps of Engineers (ACE), under Section 404 of the Federal Clean Water Act, regulates discharges of dredged or fill material into "waters of the United States." These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a connection to interstate or foreign commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or it may be indirect through a connection identified in ACE regulations. The ACE typically regulates as non-wetland waters of the U.S. any body of water displaying an ordinary high-water mark. In order to be considered a jurisdictional wetland under Section 404, an area must possess hydrophytic vegetation, hydric soils, and wetland hydrology.

The CDFW, under Sections 1600 et seq. of the California Fish and Game Code, regulates alterations to lakes, rivers, and streams. A stream is defined by the presence of a channel bed and banks, and at least an occasional flow of water. The CDFW also regulates habitat associated with the streambed, such as wetland, riparian shrub, and woodlands.

The Regional Water Quality Control Board (RWQCB) is responsible for the administration of Section 401 of the Clean Water Act, through water quality certification of any activity that may result in a discharge to jurisdictional waters of the U.S. The RWQCB may also regulate discharges to "waters of the State," including wetlands, under the California Porter-Cologne Water Quality Control Act.

The *MSHCP Report* states there are no natural drainage features, vernal pools, or other wetland features on Project site now or in the recent past, based on site reconnaissance and a review of historical aerial photographs.

Therefore, implementation of the Project will not any effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impacts will occur and no mitigation is required.

d) Less Than Significant with Mitigation Incorporated. As discussed previously, the Project site contains no drainage or water features, so it supports no fish species. According to the MSHCP, the site also does not contain any wildlife movement corridors or nursery sites, nor does the immediate surrounding area.

Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the MBTA of 1918 (16 USC 703-711), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey. The Project site does not currently contain any trees but the lands in the immediate vicinity do contain some trees, shrubs, and grasslands that can provide suitable nesting habitat for a number of migratory bird species.

Impacts to nesting bird species must be avoided at all times. Refer to the discussion under a), above.

According to the California Essential Habitat Connectivity Project, the Project site is not mapped within an area for wildlife movement. Therefore, the proposed Project will not have an impact on any current wildlife corridors. With implementation of **Mitigation Measures MM-BIO-1**, the Project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

e) Less Than Significant Impact. The Project site is disturbed and currently supports only ruderal vegetation, tamarisk, a Brazilian Pepper Tree, and bare ground. As a result, the Project does need to comply with the "Tree Preservation Regulations" found in Section 9.200.030 of the Menifee Municipal Code (MMC) prior to grading. According to MMC, a developer "shall preserve in place or relocate appropriately healthy native species to the extent practical (i.e., the larger the tree, the more preservation in place shall be considered). Existing healthy trees with a 6-inch or larger trunk diameter measured at 4 feet from the surrounding grade shall be replaced at a three-to-one ratio if removed, in addition to any other new tree installation required. Existing healthy trees with a 6-inch or larger trunk diameter measure at 4 feet from the surrounding grade which are retained onsite can be credited toward the Projects tree installation requirements at a one-to-two ratio (one tree saved equals a two-tree credit toward the required installation of new trees).

Therefore, the Project would be consistent with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance with the implementation of **Regulatory Requirement RR-BIO-1**. Impacts will be less than significant and no mitigation is required.

f) Less Than Significant with Mitigation Incorporated. The *MSHCP Report* indicates that, according to the final Western Riverside County Multiple Species Habitat Conservation Plan, the Project site is not located within a Cell, a Cell Group, or Sub-Unit of the Sun City/Menifee Valley Area Plan. In addition, the Project site is not located within or along the boundaries of the Western Riverside County RCA Conserved Lands or MSHCP Public/Quasi-Public (PQP) Conserved Lands. The discussion under Threshold IV.a above, the proposed Project is consistent with all applicable requirements of the MSHCP and does not require any special studies.

The Project site is not located within an area that has been identified in the MSHCP where conservation potentially needs to occur. A Habitat Acquisition and Negotiation Strategy (HANS) Application will not be required by the City of Menifee Community Development Department pursuant to the MSHCP and the City's General Plan. The General Plan Conservation Element makes no reference to the Project site or immediate surrounding area. The Project is consistent with Section 6.1.1 of the MSHCP (see Threshold IV.a above). In addition, the Project site contains no drainage features, jurisdictional drainages, vernal pools, riparian/riverine areas, wetlands, ponds or other features that would fall under MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools).

The site has been completely disturbed in recent years and there is no potential for listed or otherwise sensitive or protected plant species to be present. Therefore, the Project is consistent with MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species) and is not located within a Narrow Endemic Plant Species Survey Area. The Project site is also not located at an Urban/Wildlands Interface so MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface) does not apply to this site.

Based on Figures 6-2 (Criteria Area Species Survey Areas), 6-3 (Amphibian Species Survey Areas), 6-4 (Burrowing Owl Survey Areas), and 6-5 (Mammal Species Survey Areas) of the MSHCP, the Project site is not located in an area where additional surveys are needed for certain species in conjunction with MSHCP implementation in order to achieve coverage for these species. Also, the Project site is not located in a Special Linkage Area, Additional Resource Lands, Conservation Easements, or Conserved Public and Quasi-Public Lands.

IV. BIOLOGICAL RESOURCES

As outlined in Section 6 of the MSHCP, "Payment of the mitigation fee and compliance with the requirements of Section 6.0 are intended to provide full mitigation under CEQA, the National Environmental Policy Act (NEPA), Federal Endangered Species Act, and California Endangered Species Act for impacts to the species and habitats covered by the MSHCP pursuant to agreements with the U.S. Fish and Wildlife Service, the California Department of Fish and Wildlife and/or any other appropriate participating regulatory agencies and as set forth in the Implementing Agreement for the MSHCP."

The Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee has been established to provide mitigation for biological impacts from projects within the MSHCP area. All building permit applicants may pay their Western Riverside County MSHCP mitigation fees at any time after having an approved land development permit for the City of Menifee Planning Division (ex: conditional use permit, public use permit, plot plan) and have also paid for building permit plan review or permit fees. Payment of this fee is included as **Standard Condition SC-BIO-1** and is not considered unique mitigation under CEQA.

The proposed Project site is located within the boundary of the adopted Habitat Conservation Plan (HCP) for the endangered Stephens' kangaroo rat (SKR) implemented by the Riverside County Habitat Conservation Agency (RCHCA) but not located within a Core Area. The SKR HCP mitigates impacts from development on the SKR by establishing a network of preserves and a system for managing and monitoring them. The proposed Project is located within the SKR HCP area and will be required to comply with applicable provisions of this plan, specifically, payment of fees. Payment of this fee is a standard condition (**Standard Condition SC-BIO-2**) and is not considered unique mitigation under CEQA.

In conclusion, the proposed Project is consistent with all applicable sections of the MSHCP. Adherence to **Standard Conditions SC-BIO-1** and **SC-BIO-2, Mitigation Measure MM-BIO-1** will ensure consistency with the MSHCP. Thus, the proposed Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, impacts are less than significant with adherence to standard conditions and mitigation measures.

Standard Conditions and Regulatory Requirements

SC-BIO-1 **MSHCP Fee.** Prior to the issuance of a building permit, the Project applicant shall pay the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee (established to provide mitigation for biological impacts from projects within the MSHCP area).

SC-BIO-2 **SKR Fee.** Prior to the issuance of a grading permit, the Project applicant shall pay the SKR Fee (established to provide mitigation for impacts to the SKR from projects within the SKR Fee area).

RR-BIO-1 **MMC**. Prior to any site clearing activities, the Brazilian pepper tree shall be measured and evaluated for health to determine compliance options with Menifee Municipal Code Section 9.200.030(B).

Mitigation Measures:

MM-BIO-1 **Nesting Bird Survey.** To the extent feasible, vegetation disturbance activities shall be scheduled to avoid the nesting season. If vegetation disturbance activities are scheduled to take place outside the nesting season, all impacts to nesting birds protected under the MBTA and California Fish and Game Code would be avoided. The nesting season for most birds in the County extends from February 1 through September 1.

IV. BIOLOGICAL RESOURCES

If it is not possible to schedule construction activities between September 1 and January 31, then pre-construction surveys for nesting birds will be conducted by a qualified biologist to ensure that no nests would be disturbed during project implementation. These surveys will be conducted no more than five (5) days prior to the initiation of any site disturbance activities and equipment mobilization, including tree, shrub, or vegetation removal, fence installation, grading, etc. If project activities are delayed by more than five (5) days, an additional nesting bird survey will be performed. During this survey, the biologist will inspect all trees and other potential nesting habitats (e.g., trees and shrubs) in and immediately adjacent to the impact area for nests. Active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. The results of the surveys will be documented.

If an active nest is found sufficiently close to work areas to be disturbed by these activities, the qualified biologist will determine the extent of a construction-free buffer zone to be established around the nest (typically up to 300 feet for raptors and up to 100 feet for other species), to ensure that no nests of species protected by the Migratory Bird Treaty Act and California Fish and Game Code will be disturbed during project implementation. Within the buffer zone, no site disturbance and mobilization of heavy equipment, including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, demolition, and grading will be permitted until the chicks have fledged.

A qualified biologist is an individual who has a degree in biological sciences or related resource management with a minimum of two seasonal years post-degree experience conducting surveys for nesting birds. During or following academic training, the qualified biologist will have achieved a high level of professional experience and knowledge in biological sciences and special-status species identification, ecology, and habitat requirements.

V. CULTURAL RESOURCES

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

Sources: *Phase I Cultural Resources Assessment (CRA), Jean A. Keller, Ph.D, Cultural Resources Consultant* January 2023 (Appendix C); *Phase I Environmental Assessment Report at the Southwest Corner of Murrieta Road and Chambers Avenue, Menifee, CA*. Robin Environmental Management, July 2022 (Appendix E); and General Plan.

Analysis of Project Effect and Determination of Significance:

a) No Impact.

The Project area apparently remained unsettled and undeveloped, except perhaps as agricultural fields, throughout much of the European historic period, and the only man-made features noted prior to the 1970s were a few roads through the area.

The Project site is vacant and does not contain any structures. The Project site is also not listed with the State Office of Historic Preservation or the National Register of Historic Places. Therefore, the proposed Project will not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5. No impacts will occur and no mitigation is required.

b) Less Than Significant Impact. The cultural resources assessment prepared for the Project site in 2023 conducted a thorough research and a comprehensive field survey and to determine if any existing cultural resources would be adversely impacted by the proposed project (Keller 2023)..

Human occupation in what is now the State of California began 8,000 to 12,000 years ago and long predated European contact, including in the Project area. The Perris Valley has long been a part of the homelands of the Luiseño Indians, a Takic-speaking people whose territory extended from present-day Riverside to Escondido and Oceanside. The name of the group derives from Mission San Luis Rey which held jurisdiction over most of the traditional Luiseño territory during the Spanish mission period. Luiseño history, as recorded in traditional songs, tells the creation story from the birth of the first people, the *kaamalam*, to the sickness, death, and cremation of *Wiyoot*, the most powerful and wise one, at Lake Elsinore. According to available research, each Luiseño lineage possessed a permanent base camp or village on the valley floor and another in the mountain regions for acorn collection. Luiseño villages were made up of family members and relatives, where chiefs of the village inherited their rank and each village owned its own land. Villages were usually located in sheltered canyons or near year-round sources of freshwater, always near subsistence resources.

When Spanish colonization of Alta California began in 1769, the Luiseño had approximately 50 active villages with an average population of 200 each. Some of the villages were forcefully moved to the Spanish missions, while others were largely left intact. Ultimately, Luiseño population declined rapidly after European contact because of diseases and harsh living conditions at the missions. After the American annexation of Alta

California, almost all of the remaining Luiseño villages were displaced and their occupants eventually removed to the various reservations. Today, the nearest Native American groups of Luiseño heritage live on the Soboba, Pechanga, and Pala Indian Reservations.

A records search completed on August 29, 2022, by staff at the Eastern Information Center, University of California, Riverside (EIC) indicated that the subject property had been tangentially involved in four previous cultural resources studies conducted in 1990, 1999, 2000, and 2007. Each of these studies involved only the shared property boundaries of the Project site, not the property itself, and no cultural resources were observed on the property boundaries or in their vicinity (Keller 2023).

The subject property is within an exceptionally well-studied area with 43 previous cultural resources studies having been conducted within a one mile radius. During the course of field surveys for these studies, only four cultural resources properties have been recorded. All recorded cultural resource properties represent limited Native American use and three of the four sites had been destroyed by grading prior to 2012. All of the sites had been recorded at a distance of approximately one mile west/northwest from the Project site (Keller 2023).

Considering the aforementioned information, from an archaeological perspective the probability of a subsurface cultural deposit existing within the property boundaries is very low. As such, neither further research nor archaeological grading monitoring would be recommended. However, the Pechanga Band of Indians has a different perspective and based on their 'Ayélkwish/Traditional Knowledge, they believe that there is a high possibility that sensitive subsurface resources exist within the property boundaries and that monitoring should be conducted by both a Riverside County qualified archaeologist and a professional Pechanga Tribal Monitor. Whether or not the City of Menifee requires monitoring, it is recommended that should any cultural resources be discovered during the course of earthmoving activities anywhere on the subject property, said activities should be halted or diverted until a qualified archaeologist can evaluate the resources, make a determination of their significance, and recommend appropriate treatment measures to mitigate impacts to the resources from the Project, if found to be significant. Should the cultural resources be of Native American origin, a representative from the Pechanga Band of Indians shall also be involved in their evaluation and determination of significance, as well as recommendations for appropriate treatment measures to mitigate impacts to the resources from the Project, if found to be significant. (Keller 2023)

The City requires development projects to implement a number of Standard Conditions of Approval to protect cultural resources that may be unearthed during excavation/grading.

in the event that archaeological materials are uncovered during ground-disturbing activities, **Standard Conditions SC-CUL-1** through **SC-CUL-8** shall be implemented to reduce potentially significant impacts to previously undiscovered archaeological resources that may be accidentally encountered during Project implementation to a less than significant level. **SC-CUL-1** requires non-disclosure of Native American human remains. **SC-CUL-2** pertains to procedures required due to any inadvertent finds during ground disturbance activities. **SC-CUL-3** pertains to procedures for final disposition of inadvertent discoveries and requires that the archaeological monitor prepare a final report at the conclusion of archaeological monitoring. **SC-CUL-4** requires that a qualified archaeological monitor be present during all construction activities including grading. **SC-CUL-5** requires the presence of Pechanga Tribal monitors and a Riverside County qualified archaeologist during all ground disturbing activities. **SC-CUL-6** requires the procedures for the preparation of a Phase II and Phase IV archaeological report if necessary. **SC-CUL-7** is required to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project implementation to a less than significant level.

Based on this analysis, the Project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. With implementation of **Standard Conditions SC-CUL-1** through **SC-CUL-7**, impacts will be less than significant, and no mitigation is required.

c) Less Than Significant Impact Records indicate the Project site has not been developed as far back as 1942 (Robin 2022) and likely used for agricultural production. Although not previously developed, the existence of previously unknown human remains located below the ground surface, which may be encountered during grading associated with the Project. Local Native American tribal representatives have indicated in the past it is possible to encounter buried human remains during any ground disturbance given the proven prehistoric occupation of the region, the identification of multiple surface archaeological resources within one mile of the Project site, and the favorable natural conditions that would have attracted prehistoric inhabitants to the area.

Standard Condition SC-CUL-7 is required to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project implementation to a less than significant level. This condition requires that in the unlikely event that human remains are uncovered the contractor is required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with Health and Safety Code § 7050.5, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she must contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary.

Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant". The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the Project area shall also be subject to consultation between appropriate representatives from that group and the Community Development Director. The Project will not disturb any human remains, including those interred outside of formal cemeteries. Implementation of **Standard Condition SC-CUL-8** and compliance with the above-referenced state laws will reduce potential impacts to less than significant levels and no mitigation is required.

Standard Conditions and Regulatory Requirements

SC-CUL-1 (Non-Disclosure of Location Reburials) It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

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

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

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

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

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

v. If the find is determined to be significant and avoidance of the site has not 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.

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

SC-CUL-3 (Cultural Resources Disposition) In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department:

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

ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded.

Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

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

SC-CUL-4 (Archeologist Retained) Prior to issuance of a grading permit the Project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

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

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

In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the Project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

a. Project grading and development scheduling;

b. The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent

discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; and

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

SC-CUL-5 (Native American Monitoring [Pechanga and Soboba]) Tribal monitor(s) and a Riverside County qualified archaeologist shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseño Mission Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the Project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

SC-CUL-6 (Archeology Report - Phase III and IV) Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

SC-CUL-7 (Human Remains) If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Mitigation Measures: None required or recommended.

VI. ENERGY

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

Sources: *General Plan; GPEIR (*Chapter 5.17, *Utilities and Service Systems)*; *Greenhouse Gas and Energy Analysis Memo,* MIG, December 1, 2023. (Appendix D); *Air Quality and Health Risk Assessment*, MIG, December 1, 2023;
California Department of Transportation. EMFAC Software.
http://www.dot.ca.gov/hq/env/air/pages/emfac.htm

State of California. Title 24, Part 6, of the California Code of Regulations. *California's Energy Efficiency Standards for Residential and Nonresidential Buildings*. http://www.energy.ca.gov/title24/

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant Impact. There are many different types and sources of energy produced and consumed in the United States. The U.S. Energy Information Administration (EIA) categorizes energy by primary and secondary sources, renewable and nonrenewable sources, and by the different types of fossil fuels. Primary energy is captured directly from natural resources and includes fossil fuels, nuclear energy, and renewable sources of energy. Electricity is a secondary energy source that results from the transformation of primary energy sources. A renewable energy source includes solar energy from the sun, geothermal energy from heat inside the earth, wind energy, biomass from plants, and hydropower from flowing water. Nonrenewable energy sources include petroleum products, hydrocarbon gas liquids, natural gas, coal, and nuclear energy. Fossil fuels are non-renewable resources formed by organic matter over millions of years and include oil, coal and natural gas.

Construction Impacts

Heavy-duty construction equipment associated with grading, installation of utilities, paving, and building construction would include Graders, Excavator, Rubber Tired Dozers, Tractors/ Loaders/ Backhoes, Cranes, Forklifts, Generator Sets, Tractors/ Loaders/ Backhoes, Welders, Pavers, Paving Equipment, Rollers, and Air Compressors. The majority of the equipment would likely be diesel-fueled; however, smaller equipment, such as air compressors and forklifts may be electric, gas, or natural gas-fueled. For the purposes of this assessment, it is assumed that the construction equipment would be diesel-fueled, due to the speculative nature of specifying the amounts and types of non-diesel equipment that might be used, and the difficulties in calculating the energy, which would be consumed by this non-diesel equipment.

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction based on equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates. *The Greenhouse Gas and Energy Analysis Memo* indicates that onsite construction equipment would consume 32,015 gallons of diesel fuel while workers traveling to and from the site would consume a total of 8,698 gallons of gasoline (Table1-1, MIG 2022a). In addition, construction vendor trips will consume an estimated 11.406 gallons of diesel fuel (Table 1-1, MIG 2023).

VI. ENERGY

Construction equipment use of fuel would be typical for the construction, there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies. CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3) limits idling times of construction vehicles to 5 minutes, eliminating wasteful consumption of fuel from unproductive idling. Best Available Control Measures (BACMs) inform construction equipment operators of this requirement.

Electricity used during construction to provide temporary power for lighting and electronic equipment (e.g., computers, etc.) inside temporary construction trailers and for outdoor lighting would generally not result in a substantial increase in on-site electricity use. Electricity use during construction would be variable depending on lighting needs and the use of electric-powered equipment and would be temporary for the duration of construction activities. Thus, electricity use during construction estimated at 2,798 kilowatt-hours (kWh) would not be wasteful, inefficient or unnecessary . Natural gas is not expected to be used during construction in any significant quantities and is not included in the overall calculation of the Project's natural gas consumption. With regulatory compliance, construction-related energy Impacts of the Project will be less than significant and no mitigation is required.

Operational Impacts

The daily occupancy or operation of the Project would generate a demand for electricity, natural gas, and water supply, as well as generating wastewater requiring conveyance, treatment and disposal off-site, and solid waste requiring off-site disposal. Southern California Edison is the electrical purveyor in the City of Menifee and would provide electricity to the Project. The Southern California Gas Company is the natural gas purveyor in the City which would provide natural gas to the Project.

The three (3) main types of energy expected to be consumed by the Project include electricity, natural gas, and petroleum products in the form of gasoline and diesel fuel. Energy usage for the proposed Project is calculated based on the *Air Quality and Health Risk Assessment*, MIG. Similar to air quality and GHG emission impacts, CalEEMod Version 2022.1 (CalEEMod) was used to calculate energy usage from Project construction and operational activities.

Electricity Consumption

Once occupied, the Project will use electricity for many different operational activities including, but not limited to, building heating and cooling, lighting, appliances, electronics, mechanical equipment, electric vehicle charging, and parking lot lighting. Indirect electricity usage is also required to supply, distribute, and treat water and wastewater for the Project. Electricity will be provided through Southern California Edison. The *Greenhouse Gas and Energy Analysis Memo* estimated the Project would consume approximately 569,694 kilo-Watt/Hours (kWh) of electricity each year.

Natural Gas Consumption

The Project will use natural gas for building heating and cooling, cooking and kitchen appliances and water heating. The *Greenhouse Gas and Energy Analysis Memo* estimated Project occupancy would consume *Greenhouse Gas and Energy Analysis Memo* 11,736 cubic feet or 2,169,423 thousand British Thermal Units (kBtu) of natural gas each year (Table 1-4 MIG).

Vehicle Fuels

The Project is expected to consume energy from the generation of operational auto and truck trips based on the proposed land use (i.e., 61 single-family dwelling units). Vehicle trips are associated with residents,

guests, delivery, service and maintenance vehicles, etc. traveling to and from the site. The CalEEMod output files in the appendices of the *Greenhouse Gas and Energy Analysis Memo* indicate the Project will generate a total of 5,268,712 vehicle miles traveled (VMT) per year.

Total Energy Consumption

The Project's total energy consumption is calculated in MBtu and shown in **Table 6-1, *Total Project Energy Consumption***.

Table 6-1
Total Project Energy Consumption

Activity	Individual Energy Consumption	Total Energy Consumption (Btu)[1]
Construction[2]		
Off-Road Equipment	32,015 gallons diesel fuel	3,856.5 MBtu
On-Road Vehicle Trips	8,698 gallons gasoline	1.047.5 MBtu
Vendor Trips	11,406 gallons diesel	1,567.1 kBtu
Operational[3]		
Electricity	569,694 kWh	1,944.5 MBtu
Natural Gas	11,735 cubic feet	12,169.2 kBtu
TOTAL		**6,471.1 MBtu**

[1] kBtu = thousands of Btu MBtu = Millions of Btu
[2] Assumes all construction activity will occur within a one-year timespan.
1 gallon of gasoline = 120,429 Btu
1 gallon of diesel = 137,381 Btu
1 kWh of electricity = 3,412.1 Btu
1 cubic foot of natural gas = 1,037 Btu
[3] Annual consumption

The Project will be required to comply with the mandatory requirements of California's Building Energy Efficiency Standards (Title 24, Part 6) and Green Building Standards (CALGreen, Title 24, Part 11). California's building energy efficiency standards are some of the strictest in the nation and the Project's compliance with California's building code will ensure that wasteful, inefficient or unnecessary consumption of energy is minimized. The building standards code is designed to reduce the amount of energy needed to heat or cool a building, reduce energy usage for lighting and appliances and promote usage of energy from renewable sources. With this regulatory compliance, the Project will not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. Project impacts will be less than significant and no mitigation is required.

Based on a review of the Menifee General Plan EIR, the proposed Project, which is consistent with the City's General Plan Land Use Designation for the site, would fit within the context of the analysis of the electricity, natural gas, and other energy facility demands that were projected to occur at build-out of the City. As build-out of the City has not yet occurred, and the Project fits within the context of the City's planned development, the energy demanded by the proposed Project would not be inefficient, wasteful, or unnecessary as the City's General Plan EIR determined that development associated with build-out of the City would have a less than significant cumulative impact on energy resources and no mitigation is required.

b) Less Than Significant Impact. The Project will comply with the applicable Title 24 standards which will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. Compliance with established regulatory requirements for construction and operational energy use would help

the Project not waste energy or result in the unnecessary use of energy. Further, SCE is presently in compliance with State renewable energy supply requirements and SCE will supply electricity to the Project. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts will be less than significant and no mitigation is required.
Mitigation Measures: None required or recommended.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐		☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Sources: Preliminary *Geotechnical Engineering Report, Proposed Single Family Residential Development, City of Menifee,* prepared by NTS Geotechnical, 08.08.22; Paleontological Resources Assessment, BFSA Environmental Services, November 7, 2023; City of Menifee General Plan (General Plan 2013); Open Space and Conservation Element (OSCE); *General Plan*; and *GPEIR* (Chapter 5.6, *Geology and Soils*).

Analysis of Project Effect and Determination of Significance:

a.i) Less Than Significant Impact. The Project is situated in Peninsular Range Geomorphic Province of Southern California which consists of numerous northwest to southeast-trending mountain ranges, valleys, and major active earthquake faults. The site is within the Perris Peneplain which is a broad valley bounded on three sides by mountain ranges. The geological composition beneath the Project site is representative of the region as a whole, with alluvial fans and terraces formed by local granitic bedrock decomposition.

According to the *Geotechnical Report*, the Project site is located in seismically active Southern California but is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest active fault is the Elsinore fault system located approximately 7.5 miles southwest of the Project site (NTS 2022). Based on this information, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated

on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Any impacts associated with rupture of a fault would be less than significant.

a.ii) Less Than Significant Impact. The entire Menifee area, including the proposed Project site, would be subject to ground shaking impacts should a major earthquake in the area occur. Potential impacts include injury or loss of life and property damage. The Project site is subject to seismic ground shaking as is virtually all of Southern California (NTS 2022).

Standard Condition SC-GEO-1 is required to reduce potentially significant impacts that could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking during Project implementation to a less than significant level. **SC-GEO-1** requires Project design to be subject to the seismic design criteria of the most recent edition of the California Building Code (CBC) as adopted by the City of Menifee. This is a standard condition (**SC-GEO-1**) and is not considered unique mitigation under CEQA. The 2022 CBC (California Code of Regulations, Title 24, Volume 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements would reduce the potential of the structure from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements would minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Relevant CBC seismic design parameters for the Project site are set forth in the *Geotechnical Report*.

Standard Condition SC-GEO-2 requires the Project to comply with recommendations listed in the *Geotechnical Report* to address strong seismic ground shaking and how it will reduce exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. This is a standard condition (**SC-GEO-2**) and is not considered unique mitigation under CEQA.

With adherence to **SC-GEO-1** and **SC-GEO-2**, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts related to ground shaking would be less than significant and no mitigation is required.

a.iii) Less Than Significant Impact. Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The current standard of practice, as outlined in the "Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California" and "Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California" requires liquefaction analysis to a depth of 50 feet below the lowest portion of a proposed structure. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

According to the *Geotechnical Report*, the Project site is in a "low" liquefaction hazard zone. This indicates that the area has not been subject to historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions do not indicate potential for permanent ground displacement such that mitigation as

defined in Public Resources Code § 2693(c) would be required. Furthermore, the *Geotechnical Report* concluded that the proposed structures will be supported by shallow/spread/continuous footing foundation system underlain by engineered fill. As such, the potential for earthquake induced liquefaction and lateral spreading beneath the proposed structures is considered very low to remote due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the deeper onsite earth materials (NTS 2022).

Based on the above, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic-related ground failure, including liquefaction. Impacts would be less than significant and no mitigation is required with regulatory compliance.

a.iv) No Impact. The site is generally level and there are no steep slopes on or adjacent to the Project site. Therefore, landslides are not a design consideration. As shown in General Plan Exhibit OSC-2, Significant Slopes, the nearest significant slope classification of 25-30% is located approximately 0.50 miles to the west. Therefore, implementation of the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. There would be no impact and no mitigation is required.

b) Less Than Significant Impact. The Project site is located in southwestern Riverside County within the Peninsular Ranges Geomorphic Province (Province). Geologic units within the Province consist of granitic and metamorphic bedrock highlands and deep and broad alluvium filled valleys. Specifically, the site is located on an old alluvial fan emanating from the surrounding Lakeview Mountains. The site is underlain by older alluvial fan deposits observed underlying a relatively thin layer of topsoil. According to the *Geotechnical Report*, the Project site is primarily underlain by artificial fill and Quaternary alluvial materials of various ages. The report also indicated undocumented fill may be present although none was found in any of the onsite borings (NTS 2022).

The Project site occupies 8.03 acres and is currently vacant although it and the surrounding area were historically used for low intensity agricultural purposes (e.g., grazing, dry farming). Development of the Project site has the potential to expose surficial soils to wind and water erosion during grading and construction activities. Wind erosion will be minimized through mandated soil stabilization measures by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering (see **Standard Condition SC-AQ-1** in the Air Quality Section). Water erosion during construction will be prevented through the City's standard, mandated, erosion control practices requiring a Storm Water Pollution Prevention Plan (SWPPP) pursuant to the CBC and the National Pollution Discharge Elimination System (NPDES), such as silt fencing, fiber rolls, or sandbags (See **Standard Condition SC-HYD-2**). In addition, a Water Quality Management Plan (WQMP) is required to address long-term control of erosion and other pollutants (see **Standard Condition SC-HYD-3**). Following the proposed Project construction phase, the Project site would be covered completely by paving, structures, and landscaping (See **Standard Condition SC-HYD-3** in the Hydrology and Water Quality Section). All of these are standard conditions and are not considered unique mitigation under CEQA. With implementation of existing regulations, Project impacts related to soil erosion will be less than significant and no mitigation is required.

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

Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e., retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. As discussed in

7.a.ii, the Project would be required to comply with **Standard Conditions SC-GEO-1 and SC-GEO-2**. These conditions and considered regulatory compliance and not unique mitigation under CEQA.

Therefore, implementation of the proposed Project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Any impacts would be less than significant and no mitigation is required.

d) Less Than Significant Impact. The California Building Code (CBC) requires special design considerations for foundations of structures built on expansive soils. According to the *Geotechnical Report*, the preliminary laboratory test results indicate onsite earth materials at the Project site exhibit medium expansion potential as classified in accordance with 2016 CBC Section 1803.5.3 and ASTM D4829. The *Geotechnical Report* further recommended that additional testing for expansive soil conditions be conducted upon completion of rough grading. The *Geotechnical Report* concluded that special design considerations may be needed to minimize potential impacts from expansive soils. These recommendations include but are not limited to, replacing the existing undocumented fill materials with engineered fill, specifications for depth and extent of the engineered fill, and specifications for engineered/import fill materials.

The site preparation methods recommended within the *Geotechnical Report* adequately address potential impacts related to expansive soils. Compliance with the requirements of the Project *Geotechnical Report* is required by **Standard Condition SC-GEO-2.** This condition is considered regulatory compliance and not unique mitigation under CEQA. Any impacts would be less than significant and no mitigation is required.

e) No Impact. The Project proposes to connect to the existing Eastern Municipal Water District sewer system and will not require use of septic tanks. This threshold is not applicable to the proposed Project. There would be no impact and no mitigation is required.

f) Less Than Significant Impact. The City is located on a relatively flat alluvial plain surrounding and separated by several small to moderate hills. The alluvial areas are underlain by Quaternary sedimentary deposits ranging in age from early Pleistocene to early Holocene. While young alluvial deposits are too young to contain significant fossils, the older alluvial materials have been found to contain plant and animal fossils from the last Ice Age.

The Open Space and Conservation Element of the City's General Plan indicates that the alluvial plains within the City (including those in the Project area) are considered to have high sensitivity for paleontological resources (City OSC 2014). Areas classified as high sensitivity may contain buried paleontological deposits at or below 4 feet of depth and may be impacted during construction. It is possible that potentially significant prehistoric remains could be found, since buried fossils often go undetected during a walkover survey. Prehistoric remains may have been buried by erosional sediments accumulating in this area and masked by existing pavement.

Since the Project site is mapped in the County's and City's General Plan as having a high potential for paleontological resources (fossils), the proposed Project site grading/earthmoving activities would need to be monitored for potential impacts to this resource and, therefore, the Project will include a standard condition to prepare a Paleontological Resource Impact Mitigation Program (PRIMP) prior to grading permit issuance and a monitoring program prior to issuance of the final grading permit. In this regard, **Standard Condition SC-GEO-3** is required to reduce potentially significant impacts to previously undiscovered paleontological resources and/or unique geological features that may be accidentally encountered during Project implementation to a less than significant level.

Standard Condition SC-GEO-3 requires that a qualified paleontologist be retained and approved by the City. The paleontologist will participate in a pre-construction Project meeting and monitor earthmoving activities. **SC-GEO-3** also provides guidance for instances where fossil remains are found and requires that the paleontologist prepare a report of findings during all site grading activity with an appended itemized list of

fossil specimens recovered during grading (if any). This is a standard condition and is not considered unique mitigation under CEQA.

With implementation of **Standard Condition SC-GEO-3**, impacts to paleontological resources would be less than significant. Upon implementation of **SC-GEO-3**, the likelihood that the Project would directly or indirectly destroy unique paleontological resources on site, or a unique geologic feature would be less than significant.

Standard Conditions and Regulatory Requirements

SC-GEO-1 All Project design shall be subject to the seismic design criteria of the most recent edition of the California Building Code (CBC), as adopted by the City of Menifee.

SC-GEO-2 The Project shall comply with the recommendations listed in the Geotechnical Report as they pertain to impacts arising from unstable soils (seismic ground shaking, on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse), and/or expansive soils.

SC-GEO-3 **Paleontologist Required.** This site is mapped as having a high potential for paleontological resources (fossils) at shallow depth. Therefore, prior to the issuance of grading permits:

The permittee shall retain a qualified paleontologist approved by the City of Menifee to create and implement a Project-specific plan for monitoring site grading/earthmoving activities (Project paleontologist).

The Project paleontologist retained shall review the approved development plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the Project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the Community Development Department for review and approval prior to issuance of a Grading Permit.

Information to be contained in the PRIMP, at a minimum and in addition to other industry standard and Society of Vertebrate Paleontology standards, are as follows:

A. The Project paleontologist shall participate in a pre-construction Project meeting with development staff and construction operations to ensure an understanding of any mitigation measures required during construction, as applicable.

B. Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the Project paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the Project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The Project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level.

C. If the Project paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated and recovered. Earthmoving will be allowed to proceed through the site when the Project paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary.

D. If fossil remains are encountered by earthmoving activities when the Project paleontologist is not onsite, these activities will be diverted around the fossil site and the Project paleontologist called to the site immediately to recover the remains.

E. If fossil remains are encountered, fossiliferous rock will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the rock unit if appropriate.

F. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. *[*NOTE: The City of Menifee must be consulted on the repository/museum to receive the fossil material prior to being curated]*.

G. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the Community Development Department for review and approval prior to building final inspection as described elsewhere in these conditions.

All reports shall be signed by the Project paleontologist and all other professionals responsible for the report's content (e.g., Professional Geologist, Professional Engineer, etc.), as appropriate. Two wet-signed original copies of the report shall be submitted directly to the Community Development Department along with a copy of this condition, deposit-based fee and the grading plan for appropriate case processing and tracking.

SC-AQ-1 The Project shall comply with SCAQMD Rules (that are currently applicable during construction activity and operations for this Project) including but not limited to:

- Rule 1113 (Architectural Coatings);
- Rule 403 (Fugitive Dust); and
- Rule 1186 / 1186.1 (Street Sweepers).
- Rule 461 (Gasoline Transfer and Dispensing)

More specifically, the following shall apply to the Project:

- All construction equipment shall be maintained in proper tune.
- All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
- The use of heavy construction equipment shall be suspended during first stage smog alerts.
- “Clean diesel” equipment shall be used when modified engines (catalyst equipped, or newer Moyer Program retrofit) are available at a reasonable cost.
- The Project must follow SCAQMD rules and requirements with regards to fugitive dust control, which include but are not limited to the following:
  - All active construction areas shall be watered two (2) times daily.
  - All haul trucks shall be covered or shall maintain at least two (2) feet of freeboard.

- All unpaved parking or staging areas shall be paved or watered a minimum of two (2) times daily.
- Speed on unpaved roads shall be reduced to less than 15 mph.
- Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
- Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
- All operations on any unpaved surface shall be suspended if winds exceed 25 mph.

- Carpooling shall be encouraged for construction workers.
- Any dirt hauled off-site shall be wet down or covered.
- Access points shall be washed or swept daily.
- Construction sites shall be sandbagged for erosion control.
- The Project shall comply with all SCAQMD Rule 461 requirements regarding gasoline transfer and dispensing.

SC-HYD-2 **SWPPP.** Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-3 **WQMP.** The Project proponent has submitted a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

Mitigation Measures: None required or recommended.

VIII. GREENHOUSE GAS EMISSIONS

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

Sources: *General Plan*; *Greenhouse Gas and Energy Analysis Memo,* MIG, December 1, 2023 (Appendix D).

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant Impact. Greenhouse Gas (GHG) emissions for the Project were analyzed in the *AQ/GHG Analysis* to determine if the Project could have an impact related to GHG emissions. These impacts are analyzed on a cumulative basis, utilizing Carbon Dioxide Equivalent (CO_2e), measured in metric tons (MT) or $MTCO_2e$. They are analyzed for both the construction and operational phases of the Project.

The following thresholds were used in this analysis:

- Tier 1 consists of evaluating whether or not the project qualifies for applicable CEQA exemptions.
- Tier 2 consists of determining whether or not a project is consistent with a greenhouse gas reduction plan. If a project is consistent with a greenhouse gas reduction plan, it would not have a significant impact.
- Tier 3 consists of using screening values at the discretion of the Lead Agency; however, the Lead Agency should be consistent for all projects within its jurisdiction. The following thresholds were proposed for consideration:
- 3,000 MTCO2e per year for all land use types; or
- 3,500 MTCO2e per year for residential; 1,400 MTCO2e per year for commercial; 3,000 MTCO2e per year for mixed use projects.

Construction

Greenhouse gas emissions are estimated for on-site and off-site construction activity using the most current California Emissions Estimator Model (CalEEMod) Version 2022.1. The Greenhouse Gas and Energy Analysis Memo indicated Project construction could generate a total of 510 Metric Tons of Carbon Dioxide Equivalents ($MTCO_2e$) over the course of the estimated construction period. However, the SCAQMD GHG Threshold Guidance document recommends that construction emissions be amortized for a project lifetime of 30 years to ensure that GHG reduction measures address construction GHG emissions as part of the operational reduction strategies. Therefore, the total GHG emissions from Project construction were 17 $MTCO_2e$ per year when amortized over 30 years per the SCAQMD GHG guidelines.

Occupancy

Greenhouse gas emissions are estimated for on-site and off-site operational activity using CalEEMod version 2022.1.1.17. Operational emissions associated with the Project would include GHG emissions from the following sources:

- Mobile sources (transportation);
- Energy (electricity and natural gas);
- Water use and treatment; and
- Solid Waste disposal.

Mobile sources include emissions from the additional vehicle miles generated from the proposed Project. Energy usage includes emissions from the generation of electricity and natural gas used onsite. Water use and treatment includes the water used for the interior of the buildings as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. Solid waste disposal includes the GHG emissions generated from the processing of waste from the proposed Project as well as the GHG emissions from the waste once it is interred into a landfill.

Greenhouse gas emissions are estimated for on-site and off-site operational activity using CalEEMod. Greenhouse gas emissions from construction and operations are shown in **Table 8-1, *Occupancy GHG Emissions***.

Table 8-1
Construction and Operations GHG Emissions

GHG Emissions Source	Total $MTCO_2e$[1] Per Year
Operations	
Mobile	800
Area	16
Energy	206
Water	8
Waste	17
Refrigerants	<1
Vegetation	7
Sub-Total	1,055
Construction	
Refrigerants Total Construction Emissions	510
Average Annual Emissions (30 Year Lifetime)	17
Total Project Emissions	1,072
SCAQMD Tier 3 Screening Threshold	3,000
SCAQMD Tier 3 Threshold Exceeded?	No
Project-specific 2030 GHG Emissions Goal	1,800 [2]
Project-specific GHG Emissions Goal Exceeded?	No
Total CO_2E (All Sources)	**1,072**

1 Totals may not equal due to rounding.

2 The 1,800 MTCO2e per year goal was developed by taking the SCAQMD's Tier 3 threshold of 3,000 MTCO2e per year, which was the threshold to reduce emissions back to 1990 levels and reducing it by 40 percent (3,000 MTCO2e/yr * (1 - 0.6) = 1,800 MTCO2e/yr). This reduction is consistent with the GHG reductions required by year 2025 to meet GHG reductions required under Senate Bill 32 (to reduce GHG emissions to levels 40% below 1990 levels by 2030). This linear reduction approach oversimplifies the threshold development process. The City of Menifee is not adopting nor proposing to use 1,800 MTCO2e as a CEQA GHG threshold for general use; rather, it is only intended for to provide additional context and information on the magnitude of the proposed Project's GHG emissions.

Source: Table 2, Greenhouse Gas and Energy Analysis Memo, 2023

The analysis compares the Project's GHG emissions to the SCAQMD's Tier 3 approach, which limits GHG emissions to 3,000 $MTCO_2e$. As shown in **Table 8-1**, Project GHG emissions are expected to be 1,072 $MTCO_2e$ which is below the 3,000 $MTCO_2e$ SCAQMD threshold. In addition, the Project must follow all standard SCAQMD rules and requirements, as described in **Standard Condition SC-GHG-1**. Compliance with **Standard Condition SC-GHG-1** is considered a standard requirement and included as part of the Project's design features, not unique mitigation under CEQA. Implementation of this Standard Condition would reduce emissions from architectural coatings and fugitive dust, vehicle emissions, and conserve water. Therefore, the Project will not generate greenhouse gas emissions, either directly or indirectly, that will have a significant impact on the environment. Impacts will be less than significant, and no mitigation is required.

b) Less Than Significant Impact. Pursuant to 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. In November 2017, CARB released the Final 2017 Scoping Plan Update, which identifies the State's post-2020 reduction strategy. The Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030.

The Project is consistent with the General Plan land use designation, density, building intensity, and applicable policies specified for the Project area in SCAG's Sustainable Community Strategy/ Regional Transportation Plan, which pursuant to SB 375 calls for the integration of transportation, land-use and housing policies to plan for achievement of the GHG-emissions target for the region.

Additionally, the Project will comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code and Title 24 Part 6 Building and Energy Efficiency Standards. The Project must also follow all standard SCAQMD rules and requirements as described in **Standard Condition SC-GHG-1**. Compliance with Standard Condition SC-GHG-1 is considered a standard requirement and included as part of the Project's design features, not unique mitigation under CEQA.

The Project will be consistent with all the applicable plans, policies and regulation for the purpose of reducing GHG gases. Therefore, the Project will not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases

Standard Conditions and Regulatory Requirements

SC-GHG-1: The Project shall comply with SCAQMD Rules (that are currently applicable during construction activity and operations for this Project) including but not limited to:

- Rule 1113 (Architectural Coatings);
- Rule 403 (Fugitive Dust);
- Rule 1186 / 1186.1 (Street Sweepers); and
- Rule 461 (Gasoline Transfer and Dispensing).

More specifically, the following shall apply to the Project:

- All construction equipment shall be maintained in proper tune.
- All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.
- Carpooling shall be encouraged for construction workers.

- Comply with the mandatory requirements of California's Building Energy Efficiency Standards and Green Building (CALGreen) Standards, including mandatory installation of electric vehicle service equipment (EVSE).
- Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.

Mitigation Measures: None required or recommended.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	

Sources: Figure 3, *General Plan Land Use Designations*, Figure 2, *Aerial Photo*, provided in Section I of this Initial Study; *Phase I Environmental Site Assessment,* prepared by Robin Environmental Management, July 2022 (*Phase I ESA*, Appendix E); *General Plan*; *GPEIR* (Chapter 5.8, *Hazards and Hazardous Materials*); Perris Union High School District and Menifee Union School District websites; Riverside County Airport Land Use Commission (RCALUC) website; Menifee Local Hazard Mitigation Plan, 2022; Menifee Code of Ordinances Chapter 8:20; Google Earth; DTSC EnviroStor website; SWRCB Geotracker website; and State Cortese list website.

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant Impact. The proposed Project could result in a significant hazard to the public if it includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials.

The Project site is located 1.0 miles west of Interstate-215 (I-215) and 0.45 miles north of McCall Boulevard which is one of the principal freeway access routes to and from this portion of the Perris Valley. The site is vacant at present and the Project proposes to construct 61 residential units on 8.03 acres. The site and surrounding areas were used for low intensity agriculture in the past.

IX. HAZARDS AND HAZARDOUS MATERIALS

The vicinity of the project site has no significant identified sources of hazardous materials so the Project will not introduce housing near any hazardous materials facilities. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The Project is a residential development and does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances as part of the planned use.

During construction, there would be the transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. are considered regulatory compliance and would be sufficient to reduce potential impacts to a less than significant level.

With regard to Project occupancy, the proposed residential units would be expected to transport, use, store, or dispose of only limited types and amounts of commercial grade hazardous materials such as cleaning compounds, etc. Therefore, typical occupancy of the proposed residential units would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances.

The use of common domestic hazardous materials and their disposal does not present a substantial health risk to the community and impacts associated with the routine transport and use of these aforementioned hazardous materials or wastes will be less than significant and no mitigation is required.

b) Less Than Significant Impact. The proposed Project is not located on a site listed on the state Cortese List, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses (Robin 2022).

According to the *Phase I ESA*, the Project site and surrounding area were historically used for agricultural purposes (e.g., grazing, dry-farming) during most of the 1900's. While these uses were typically of low intensity, environmentally persistent chemicals commonly applied prior to the 1980s can linger in the soil for many years.

It is possible though unlikely that unknown hazardous materials may be found during grading although typical pesticide concentrations detected in soil samples pose no significant risk (Robin 2022). However, adherence to existing local, state and federal regulations as they pertain to the treatment of hazardous materials will be sufficient to ensure the proposed Project does not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Therefore, impacts will be less than significant and no mitigation is required.

c) No Impact. The Project site is located within the boundaries of the Menifee Union School District and specifically within the Ridgemoor Elementary school boundaries and the Hans Christensen Middle school boundaries. The project site is also located within the Perris Union High School District and specifically within the Paloma Valley High School boundaries. The nearest school to the Project site is Ridgemoor Elementary located approximately 1.5 miles to the south. There are no other existing or planned school facilities within 0.25-mile of the Project site and no impacts would result.

d) No Impact. According to the *Phase I ESA*, the proposed Project site is not located on any property on the state Cortese List (Government Code Section 65962.5) which is a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses. According to information compiled from various governmental databases, the Project site is not:

- Listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC) as shown on their EnviroStor website;

- Listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB) as shown on their GeoTracker website;
- Listed as a hazardous solid waste disposal site by the SWRCB;
- Currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB; or
- Developed with a hazardous waste facility subject to corrective action by the DTSC.

Based on the above information, the Project would have no impact and no mitigation is required.

e) No Impact. The Project site is not within the Land Use Plan or safety zone for any local airport or aircraft facility (RCALUC 2022). The closest airport to the Project site is the Perris Valley Airport, located approximately 3.2 miles north of the project site. Therefore, the Project is not required to be reviewed by the Riverside County Airport Land Use Commission (RCALUC). In addition, the Project is consistent with the General Plan land use and zoning Low-medium Density Residential (LMDR) and does not involve a general plan amendment, so any potential land use impacts on airport facilities have already been considered in the General Plan EIR. The proposed Project Is not proposing any uses or facilities that would be a hazard to aircraft navigation or flight. Therefore, there are no impacts and no mitigation is required.

f) Less Than Significant Impact. The Project site is located approximately 0.45 miles north of McCall Boulevard and 1.0 miles west of the I-215 freeway and so has good local and regional access, including for emergency vehicles and personnel. The General Plan Safety Element designates Murrieta Road is an Evacuation Route; Chambers avenue is not a designated Evacuation Route. A limited potential exists for the Project to interfere with an emergency response or evacuation plan during construction. Construction work on the streets associated with the Project includes Chambers Avenue and Murrieta Road. However, some of the work may require temporary lane closures and diversions.

Control of access will ensure continued emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (**Standard Condition SC-TR-4**). The traffic control plan (TCP) is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site off Chambers Avenue and immediate vicinity will remain as was prior to the proposed Project.

All Project elements, including landscaping, will be located with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed project is required to comply with the California Fire Code as adopted by the Menifee Municipal Code **Standard Condition HHM-1** (**SC-HHM-1**).

For these reasons, the proposed Project will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed. Project impacts would be less than significant and no mitigation is required.

g) Less Than Significant Impact. The proposed Project site is located within a fire hazard severity zone (State Responsibility Area) and the western half of the site is classified as a high and the eastern half is classified as a moderate fire hazard severity zone. There are no wildland conditions in the suburbanizing area adjacent to the Project site.

Urban development is adjacent to the site on the west, north and east; undeveloped land is located adjacent to the southern site boundary. The nearest area subject to wildfire is located approximately one mile to the west. The project site is not located within a wildland intermix or wildfire interface. With the implementation of **SC-HHM-1** and compliance with the applicable General Plan policies, there would be less than significant impacts and no mitigation is required. See also Section XX – Wildfire.

IX. HAZARDS AND HAZARDOUS MATERIALS

Standard Conditions and Requirements

SC-TR-4 Prior to any Project construction, the Project Applicant shall develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.

SC-HHM-1 Prior to any project construction, the Project Applicant shall comply with the applicable provisions of Chapter 8.20 of the City's Fire Code to the satisfaction of the Riverside County Fire Chief. In general, the City Fire Code would implement Chapter 7 of the 2022 California Fire Code and address fire equipment vehicular access, motorized gates, protection of water supplies, fire hydrants and outlets, and automatic sprinkler systems.

Mitigation Measures: None required or recommended.

X. HYDROLOGY AND WATER QUALITY

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

Sources: *Hydrology Report for Di Capri, City of Menifee,* prepared by Waber Consultants, Inc, December 2022a (*Hydro Report*, Appendix G1); *Project-Specific Water Quality Management Plan, Waber Consultants, Inc.*, December 2022b (*WQMP*, Appendix G2); Eastern Municipal Water District *2020 Urban Water Management Plan* (*2020 UWMP July 2021*); Metropolitan Water District *2020 Urban Water Management Plan* (*2020 RUWMP June 2021*); Santa Ana Regional Water Quality Control Board, *Water Quality Control Plan Santa Ana River Basin Plan*, (January 1995 updated June 2019); City of Menifee Municipal Code, Chapter 4.2, *Floodplain Management for Noncoastal Communities*, and Chapter 15.01, *Storm Water/Urban Runoff*; Ordinance No. 458 (An Ordinance of the County of Riverside Regulating Special Flood Hazard Areas and Implementing the National Flood Insurance Program, adopted by the City of Menifee); *General Plan*; *GPEIR* (Chapter 5.9, *Hydrology and Water Quality*); Eastern Municipal Water District (EMWD) website; and California Department of Water Resources (DWR) Adjudicated Areas Map website and Division of Safety of Dams.

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant Impact. The Project site, along with nearly all of the City, is located in the San Jacinto Sub-basin of the larger Santa Ana River Watershed. The Santa Ana River (SAR) 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 Mohave watershed to

the north, the Santa Margarita watershed to the south, the Salton Sea and Southern Mohave watersheds to the east, and the San Gabriel watershed to the west. The watershed covers approximately 2,800 square miles, with about 700 miles of rivers and major tributaries. 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 which ultimately discharges into the Pacific Ocean. A relatively small area at the southeast corner of the City is located in the Warm Springs Creek Sub-basin of the larger Santa Margarita Watershed.

The City of Menifee is within the boundaries of the Water Quality Control Plan for the SAR Basin (Basin Plan) which was last updated in June 2019 and outlines how the Regional Water Quality Control Board will manage water quality now and in the future. Historically, the Project area and the surrounding Perris Valley area was dominated by a variety of agricultural uses, primarily grazing, dry-farming, and in some areas irrigated field crops.

The federal Clean Water Act (CWA) establishes the framework for regulating municipal storm water discharges (construction and operational impacts) via the National Pollutant Discharge Elimination System (NPDES) program. A project would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable NPDES storm water permit or Water Quality Control Plan for a receiving water body. Relative to this specific issue, a significant impact could occur if the proposed Project would discharge water that does not meet the quality standards of the agencies that regulate surface water quality and water discharge into storm water drainage systems. Significant impacts could also occur if the Project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Water Quality Management Plan (WQMP) to reduce potential post-construction water quality impacts.

On January 29, 2010 the Santa Ana Regional Water Quality Control Board (SARWQCB) issued the 4th-term area wide NPDES and Municipal Separate Storm Sewer System Permit (MS4 Permit) to the City of Menifee and other applicable Permittees. All new development in the City of Menifee (City) is required to comply with provisions of the NPDES program, including Waste Discharge Requirements, and the City's Municipal Separate Sewer Permit (MS4), Order No. R8-2010-0033, NPDES Permit No. CAS618033, as enforced by the SARWQCB. All design submittals and construction projects are required to conform to the permit requirements. Furthermore, all projects are required to install Best Management Practices (BMPs) in compliance with the 2010 SARWQCB permit.

The Project *Hydrology Report* indicates the site's current 100-year runoff volume is 1,415 cubic feet per minute and development of the site will increase runoff by 13% or to 1,599 cubic feet (Waber 2022a). The Project *WQMP* indicates the site's Design Capture Volume will be addressed using infiltration-only Best Management Practices (BMPs). Low Impact Development (LID) bioretention/biotreatment BMPs will also be used as appropriate. The *Hydrology Report* and *WQMP* both indicate the proposed Project will include a single onsite above-ground infiltration basin to accommodate all stormwater runoff.

The onsite water quality treatment is shown in **Table 10-1, Onsite Water Quality Treatment**.

Table 10-1
Onsite Water Quality Treatment

DMA	Area (square feet)	Impervious Surface	Runoff Factor	Design Storm Depth (inches)	Design Capture Volume (cubic feet)	Proposed Volume (cubic feet)
1a	187,672	85%	167403.4	0.85	---	12,000
1b	145,668	85%	16090.2	0.85	---	15,000
Total	**333,340**	**85%**	**183494**	**0.85**	**8,869**	**9,000**

Source: Section D.5, LID BMP Sizing, Table D.3 and Appendix 1 and 6, WQMP 2022.

The Project site clearing and grading phases would disturb surface soils, potentially resulting in erosion and sedimentation. If left exposed and with no vegetative cover, the Project site's bare soil could be subject to wind and water erosion. Since the Project involves more than one acre of ground disturbance, it is subject to NPDES permit requirements for the preparation and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP) (reference **Standard Condition SC-HYD-2**). Adherence to NPDES permit requirements and the measures established in the SWPPP are routine actions conditioned by the City and would ensure applicable water quality standards are appropriately maintained during construction of the proposed Project.

The Project has been reviewed and conditioned by the City Engineering Department, and the City Building and Safety Department, among others, to mitigate any potential impacts as listed above through site design, the preparation of a WQMP, and adherence to the requirements of the NPDES (reference **Standard Condition SC-HYD-3**).

All wastewater associated with the Project's interior plumbing systems would be discharged into the local sewer system for treatment at the regional wastewater treatment plant (reference **Standard Condition SC-HYD-5**).

These are standard conditions for the City of Menifee and are not considered mitigation for CEQA implementation purposes. At Project completion, the site would be covered by residential structures, asphalt paved access drives and automobile parking areas, and landscaping. The *WQMP* indicates the Project will have an infiltration basin to accommodate all stormwater runoff from Subarea 1 and Subarea 2.This improvement will ensure there will be no erosion or siltation on- or off-site.

Based on the above, implementation of the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.

b) Less Than Significant Impact. The Eastern Municipal Water District (EMWD) provides water to the Project site. EMWD is a public water agency formed in 1950 and annexed into the service area of the Metropolitan Water District of Southern California (MWD) in 1951. It is currently one of MWD's 26 member agencies and presently operates its water supply system under a system permit issued by the California Department of Public Health. Presently, EMWD has four sources of water supply: 1) Potable groundwater; 2) Desalinated and not desalinated groundwater; 3) Recycled water; and 4) Imported raw and potable water from MWD. According to 2020 figures, imported water accounts for approximately 53%, while local potable groundwater accounts for approximately 9.5%, desalted groundwater was approximately 5.9%, and recycled water is approximately 32% of the total water supply of 124,314 acre-feet.

The San Jacinto Groundwater Basin, which encompasses most all of the City of Menifee, includes two management zones: 1) the Perris South Management Zone, and 2) the Menifee Management Zone. The Project site is a part of the Menifee Management Zone. The Perris South and Menifee Management Zones

are parts of the West San Jacinto Basin Water Management Area. Groundwater in this area is affected by high levels of total dissolved solids (TDS). The high TDS groundwater is migrating into the Lakeview portion of the Lakeview/Hemet North management zone, an area of good quality groundwater. The Eastern Municipal Water District operates two desalination facilities that recover high TDS groundwater from the Menifee and Perris South Management Zones and the Lakeview portion of the Lakeview/Hemet North Management Zone, for potable use. The Menifee Desalter Complex (Menifee, Perris I and Perris II Desalters have a combined capacity of about 14 million gallons per day.

The Water Quality Control Plan for the Santa Ana River Basin (Basin Plan), updated in June 2019, establishes water quality standards for groundwater and surface water in the basin and standards for both beneficial uses of specific water bodies and the water quality levels that must be maintained to protect those uses. The Basin Plan includes an implementation plan describing actions by the Santa Ana RWQCB and others needed to achieve and maintain the water quality standards. The Santa Ana RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems for the region along with their causes where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water.

EMWD water banking in the San Jacinto Basin, which will replenish the basin with water imported from the State Water Project during wet or average years for use during that same year or to store for the future. The groundwater banking facilities include percolation basins, pipelines and three production wells. It is estimated that the basin can hold an additional 200,000 to 400,000 acre feet of water on top of its current storage levels. The Water Banking project is estimated to add 20,000 to 30,000 acre feet of water to the basin during a wet year.

The Project site was found to have adequate infiltration rates 1.0 inches per hour (Waber 2022b). In addition, historic groundwater was encountered at a depth of 20 feet. The site is suitable for stormwater infiltration without increasing the potential for settlement of proposed and existing structures located either on or adjacent to the subject site. The *Hydrology Report* and *WQMP* both indicate the Project will have an infiltration basin to accommodate all stormwater runoff from Subarea 1 and Subarea 2.

Based on the above: 1) The Project's proposed infiltration basin would adequately treat the required BMP Design Volume (Flow Rate); 2) the proposed on- and off-site storm drain systems would adequately convey the peak 2-year and 100-year flow rates; 3) implementation of the proposed Project would not alter the drainage pattern of the Project site or surrounding area; and 4) the proposed Project would not deplete groundwater supplies.

The Project will be required to implement **Standard Conditions SC-HYD-1** (site drainage plan)**, SC-HYD-2** (SWPPP)**, SC-HYD-3** (WQMP)**, SC-HYD-4** (storm drain DIF), and **SC-HYD-5** (wastewater to sewers)**.**

Therefore, implementation of the proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). With regulatory compliance, impacts would be less than significant and no mitigation is required.

c) Less Than Significant Impact. Please reference the discussion set forth in Threshold X.b, relative to the Project design which would not substantially alter the existing drainage pattern of the site or the area. There are no streams or rivers within, contiguous to, or adjacent to the Project site. The site is vacant at present and is relatively flat.

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The *Hydrology* R*eport* describes how the Project will have a single drain lines connected to an infiltration basin to detain and pre-treat (i.e., "first flush") stormwater runoff before it outlets to the City's existing 60-inch storm drain pipe that bisects the property. The *Hydrology Report* demonstrates the Project design will accommodate the 100-year 1-hour, 3-hour, 6-hour and 24-hour runoff volumes that will accumulate by proposed improvements of the Project. The basin will have an emergency overflow to Murrieta Road.

Potential impacts include both construction and operational phases of the Project. During construction activities 1) soil would be exposed and disturbed, 2) drainage patterns would be temporarily altered during grading and other construction activities, and 3) there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate.

The Project site sheet flows to the northeast, and much of the precipitation that falls on the site is absorbed into the ground. The proposed development would not create any new or substantially increased offsite runoff, and all onsite flows will be conveyed to an onsite infiltration basin. The Project will implement **Standard Condition SC-HYD-1** which requires a site drainage plan be prepared and reviewed by the City Engineering Department and incorporated into the final plans. The Project will also have to pay a DIF for storm drain facilities (see **Standard Condition SC-HYD-4).** Implementation of this standard condition is considered regulatory compliance and not unique mitigation under CEQA.

Therefore, the Project will not 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. With implementation of **SC-HYD-1 and SC-HYD-4**, impacts will be less than significant and no mitigation is required.

c.i) Less Than Significant Impact. Please reference the discussion set forth in Threshold X.c above, relative to the Project design which would not substantially alter the existing drainage pattern of the site or the area. There are no streams or rivers within, contiguous to, or adjacent to the Project site.

Potential impacts include both construction and operational phases of the Project. During construction activities 1) soil would be exposed and disturbed, 2) drainage patterns would be temporarily altered during grading and other construction activities, and 3) there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. After completion, the proposed Project would cause the Project site surface area to be moderately more impervious than the current site condition. As set forth in the *WQMP*, the 6.04 - acre developed portion of the site will transition from being essentially all pervious to 4.31 acres being impervious (only landscaped areas will be pervious) or approximately 71%. Once the site is covered with impervious and improved pervious surfaces, it will have little or no potential for ongoing erosion.

The Project will implement **Standard Condition SC-HYD-1** which requires a site drainage plan to be approved by the City Engineering Department and incorporated into the final plans. To prevent erosion and other downstream pollution over both the short- and long-term, the Project will implement **Standard Conditions SC-HYD-2** to prepare a Storm Water Pollution Prevention Plan (SWPPP) during construction and **SC-HYD-3** to prepare a WQMP for after occupancy. Finally, the Project will also have to pay a DIF for storm drain facilities (see **Standard Condition SC-HYD-4).** Implementation of this standard condition is considered regulatory compliance and not unique mitigation under CEQA.

With implementation of these standard conditions, potential impacts related to erosion will be less than significant and no mitigation is required.

c.ii) Less Than Significant Impact. The Federal Emergency Management Agency (FEMA) maintains mapping of various flood zones in the country to support its Flood Insurance Rate Program (FIRM). The

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Project site is located in FEMA Flood Zone X which means "an area designated by the Federal Emergency Management Agency as having a moderate or minimal risk of flooding" (Panel 0605C2055H).

Development of the proposed Project would convert the site from approximately 100% pervious at present to approximately 71% impervious upon completion of construction. The Project *Hydrology Report* indicates the site's current runoff volume is 100-year runoff volume is 1,415 cubic feet of the site will increase runoff by 13% or to 1,599 (Waber 2022b). The *Hydrology Report* and *WQMP* both indicate the proposed Project will include an onsite infiltration basin). The Project *WQMP* indicates the site's Design Capture Volume will be addressed using infiltration-only Best Management Practices (BMPs). Low Impact Development (LID) bioretention/biotreatment BMPs will also be used as appropriate. The Project proposes two infiltration trenches as part of the underground storage chambers to accommodate runoff from the two onsite Drainage Management Areas (DMAs). The previous Table 10-1 shows the infiltration basin will provide sufficient calculated design capture volume for the site. Emergency runoff an emergency overflow to Murrieta Road.

With implementation of the biotreatment and storm water storage system (reference **Standard Condition SC-HYD-1** through **Standard Condition SC-HYD-4**) as part of the Project design, impacts related to the alteration of the existing drainage pattern in a manner that would result in on- or off-site flooding would be less than significant, and no mitigation is required.

c.iii) Less Than Significant Impact. While development of the proposed Project would increase the impervious area of the site but flows would be collected and transferred to the onsite infiltration basin. The Project would also implement **Standard Conditions SC-HYD-1 and SC-HYD-3** which require an approved drainage plan and WQMP prior to development. The *Hydrology Report* and *WQMP* demonstrate the Project has been designed so that it would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Any impacts would be less than significant, and no mitigation is required.

The *Hydrology Report* conclude the proposed facilities would adequately provide drainage conveyance for the ultimate design capacity. The proposed facilities, with ultimate development and adequate maintenance, would convey flows safely through the region in accordance with Riverside County Requirements.

The Project would also be required to pay most Development Impact Fees (DIF) at the time a certificate of occupancy is issued for the development Project or upon final inspection, whichever occurs first for storm drainage facilities. DIF for residential development shall be paid prior to the issuance of a building permit (reference **Standard Condition SC-HYD-4**).

Based on the above, implementation of the proposed Project would not substantially alter the existing drainage pattern of the site or area, nor would it impede or redirect flood flows. Any impacts would be less than significant, and no mitigation is required.

c.iv) Less Than Significant Impact. The site is not located within a local City/County designated "Flood Hazard Area." The potential risk from flooding on the site is relatively low so the Project would not be expected to impede or redirect flood flows. See response to X.c.ii, above. Impacts will be less than significant, and no mitigation is required.

d) No Impact. The Project site is located in FEMA Flood Zone X which means "an area designated by the Federal Emergency Management Agency as having a moderate or minimal risk of flooding" (Panel 0605C2055H). Also, the site is not located within a local City/County designated "Flood Hazard Area." Therefore, the potential risk from flooding on the Project site would not occur.

The Project site is located approximately 35 miles east of the nearest coastline (Pacific Ocean) and the Santa Ana Mountains are between the City and the ocean. Therefore, any risks associated with tsunamis are negligible.

A seiche is a run-up of water within an enclosed body of water like a lake or bay which is triggered by an earthquake or landslide-induced ground displacement. The Project site not located adjacent to a body of water but is located approximately 8.5 miles south of Lake Perris. According to the Department of Water Resources Division of Safety of Dams the Project site is located outside the identified inundation zone. Canyon Lake (aka Railroad Canyon Reservoir) is located 4.50 miles southwest of the project site and is also located outside of the identified inundation zone. Therefore, potential flooding risks on the Project site from Lake Perris are considered minimal.

The Project site is also located 8.80 miles northwest of the largest man-made body of water in southern California, the Diamond Valley Lake and specifically the West Dam. the Department of Water Resources Division of Safety of Dams determined the Project site is outside the identified inundation zone. Therefore, the potential for catastrophic flooding on the Project site from a seiche and failure of Lake Perris, Canyon Lake, or Diamond Valley Reservoir would not occur.

Based on the above information, the risk of pollutant release due to Project inundation caused by a flood, tsunami, or seiche is not applicable. No impacts would occur and no mitigation is required.

e) Less Than Significant Impact.

Water Quality Control Plan

The *WQMP* has been prepared specifically to comply with the requirements of the City of Menifee and the County of Riverside for Ordinance No. 754.2 which includes the requirement for the preparation and implementation of a Project-specific *WQMP*. The Project site is located in the Santa Ana Region Watershed, within the jurisdiction of the Santa Ana Regional Board, where discharges from Riverside County's Phase I MS4s are regulated through the Riverside County MS4 Permit (Order No. R8-2010-0033 NPDES No. CAS618033, as amended by Order No. R8-2013-0024) pursuant to section 402(p) of the Federal Clean Water Act. With adherence to and implementation of the conclusions and recommendations set forth in the *WQMP* (reference **Standard Condition SC-HYD-3**), the Project site development plan would not conflict with or obstruct implementation of a water quality control plan (see also discussion under Threshold X.a above). With regulatory compliance, impacts would be less than significant and no mitigation is required.

Groundwater Management Plan

According to the 2022 EMWD website, the State's Sustainable Groundwater Management Act (SGMA) of 2014 was passed to "achieve sustainable groundwater management in a manner that prevents significant and unreasonable impacts to groundwater basins in California". Under the SGMA, each high and medium priority basin identified by the California Department of Water Resources (DWR) is required to have a Groundwater Sustainability Agency (GSA) that will be responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP). The EMWD is the GSA for the West San Jacinto Groundwater Basin and is responsible for development and implementation of a GSP.

The San Jacinto Groundwater Basin (Basin) is the source of groundwater production for EMWD and several other area water purveyors. EMWD has been actively managing the Basin as part of a voluntary Assembly Bill 3030 effort passed in 1992. EMWD adopted the West San Jacinto Groundwater Basin Management Plan in 1995. The eastern portion of the Basin is adjudicated. In April 2013, a Stipulated Judgment was entered with the Superior Court of the State of California for the County of Riverside adopting the Management Plan and creating the Hemet-San Jacinto Watermaster (Watermaster). However, the western portion of the Basin, including the Menifee area, is not currently adjudicated.

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According to the DWR Adjudicated Areas Interactive Map Website, the physical Project area is not currently covered by a sustainable groundwater basin management plan. The SGMA was passed into law in 2014 and requires that medium and high priority groundwater basins designated by the Department of Water Resources (DWR) be managed by Groundwater Sustainability Agencies. Subsequently, EMWD became the GSA for the western portion of the San Jacinto Groundwater Basin on April 24, 2017. The San Jacinto Groundwater Basin is deemed a high priority basin but not critically over drafted by DWR, and the GSA is required to develop by 2022 and implement by 2042 a GSP. The GSP will document basin conditions and basin management will be based on measurable objectives and minimum thresholds defined to prevent significant and unreasonable impacts to the sustainability indicators defined in the GSP.

The previous analysis in Threshold X.b above concluded that the Project site would not have a significant impact on groundwater quantity or quality, therefore it will have less than significant impacts on ongoing groundwater management planning efforts for this area and no mitigation is required.

Summary

For these reasons, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan or planning effort. Therefore, any impacts would be less than significant with regulatory compliance and no mitigation is required.

Standard Conditions and Regulatory Requirements

SC-HYD-1 **Site Drainage Plan.** A site drainage plan is required by the City of Menifee and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review.

SC-HYD-2 **SWPPP.** Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-3 **WQMP.** The Project proponent has submitted a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

SC-HYD-4 **Storm Drainage Facilities.** The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for non-residential development shall be paid prior to the issuance of a building permit.

SC-HYD-5 **Wastewater.** All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant.

Mitigation Measures: None required or recommended.

XI. LAND USE AND PLANNING

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

Sources: Table 1, *Surrounding Land Uses*, and Figure 6, *Aerial Photo*; Figure 3, *General Plan Land Use Designations*, Figure 4, *Zoning Classifications*, provided in Section I. of this Initial Study; and *General Plan*.

Analysis of Project Effect and Determination of Significance:

a) No Impact. The Project site is currently vacant and relatively flat. The site is adjacent to single family detached housing on the west, north and east. The property to the south is vacant and it designated by the General Plan for residential.

The Project does not propose construction of any roadway, permanent flood control channel, or other structure that will physically divide any portion of the community. No impacts would occur and no mitigation is required.

b) Less Than Significant Impact. The City of Menifee has historically been a rural area but has been urbanizing in recent years. The proposed single-family residential units are at a density of 0.76 du/ac that is within the range allowed by the General Plan designation and proposed zoning classification for the site (5.1-8 du/ac LMDR Low Medium Density Residential). The proposed single-family buildings are of similar to existing residential uses in the area. Selecting the same acreage (8.03 acres) as the Project site and applying that to the residential development adjacent to the western site boundary and northeast of the site boundary yields 6.6 du/ac, which is similar in density to that of the Project. In addition, the City General Plan designates the area south and north of the Project site as Low Medium Density Residential that, when developed, would be similar in density to the Project.

As proposed, the Project would be consistent with the land use development limits of the General Plan Land Use Element and zoning designation of Low Medium Density Residential (LMDR) as well as the General Plan goals and policies applicable to residential development. Other elements of the City's General Plan also contain goals and policies that are applicable to the proposed Project which are evaluated in the individual sections of this Initial Study where applicable. The City, through exercising its independent review, has determined that the proposed Project would be consistent with these applicable policies in the City's General Plan. The proposed Project is also consistent and compatible with surrounding development/land uses.

Therefore, the Project will not result in a land use significant environmental and use impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect. No impacts will occur.

Mitigation Measures: None required or recommended.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Sources: *General Plan*; *GPEIR* (Chapter 5.11, *Mineral Resources*).

Analysis of Project Effect and Determination of Significance:

a) No Impact. The California Geological Survey Mineral Resources Project provides information about California's non-fuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources, as mandated by the Surface Mining and Reclamation Act (SMARA) of 1975. Non-fuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt and dimension stone, and construction aggregate, including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. Urban preemption of prime deposits and conflicts between mining and other uses throughout California led to passage of the SMARA, which requires all cities and counties to incorporate in their general plans the mapped designations approved by the State Mining and Geology Board.

The classification process involves the determination of Production-Consumption (P-C) Region boundaries, based on identification of active aggregate operations (Production) and the market area served (Consumption). The P-C regional boundaries are modified to include only those portions of the region that are urbanized or urbanizing and are classified for their aggregate content. An aggregate appraisal further evaluates the presence or absence of significant sand, gravel, or stone deposits that are suitable sources of aggregate. The classification of these mineral resources is a joint effort of the state and the local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs), described below:

- **MRZ-1:** A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2:** A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- **MRZ-3:** A Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data.
- **MRZ-4:** A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.
- **SZ Areas:** Containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone.
- **IRA Areas:** County or State Division of Mines and Geology Identified Areas where adequate production and information indicates that significant minerals are present.

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As part of the classification process, an analysis of site-specific conditions is utilized to calculate the total volume of aggregates within individually identified Resource Sectors. Resource Sectors are those MRZ-2 areas identified as having regional or statewide significance. Anticipated aggregate demand in the P-C Regions for the next 50 years is then estimated and compared to the total volume of aggregate reserves identified within the P-C Region.

The City of Menifee is in the San Bernardino P-C Region, in which aggregate mineral resource zones were last mapped by the California Geological Survey in 2008. The following MRZs are mapped in the City of Menifee (reference Figure 5.11-1, Mineral Resource Zones of the *GPEIR*).

- MRZ-1: 308 acres in northwest part of City near the northwest corner of Sun City.
- MRZ-3: 22,017 acres, almost three-quarters of the City. Most of the eastern, southern, and northwestern parts of the City are designated MRZ-3.
- Urban Area: 7,488 acres consisting of most of the central and north-central and parts of the western portion of the City. Urban areas are not defined as mineral resource zones because mining in these areas is already precluded by urban development.

As stated in the *GPEIR*, no known significant mineral resources have been designated in the City of Menifee. The Project site is located in the Urban Area Zone. There are no mineral extraction or process facilities on or near the site and no mineral resources are known to exist within the vicinity. Therefore, no impacts will occur and no mitigation is required.

b) No Impact. Please reference the discussion in Threshold XII.a above. There are no mineral extraction or process facilities on or near the site. No mineral resources are known to exist within the vicinity. No impacts will occur and no mitigation is required.

Mitigation Measures: None required or recommended.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Sources: *Noise and Vibration Analysis, Di Capri Residential Project,* prepared by MIG, December 1, 2023, Appendix I); *General Plan*; and City of Menifee Municipal Code Section 9.215.060(C).

Applicable General Plan Policies:

Noise (N) Element

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

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

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

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

Policy N-1.7: Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources adjacent to sensitive receptors:

Menifee Stationary Noise Standards

Land Use	Interior Standards	Exterior Standards
Residential 10:00 p.m. to 7:00 a.m. 7:00 a.m. to 10:00 p.m.	 40 Leq (10 minute) 55 Leq (10 minute)	 45 Leq (10 minute) 65 Leq (10 minute)

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

Policy N-1.9: Limit the development of new noise-producing uses adjacent to noise-sensitive

receptors and require that new noise-producing land be are designed with adequate noise abatement measures.

Policy N-1.11: Discourage the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.

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

Goal N-2: Minimal Noise Spillover. Minimal noise spillover from noise-generating uses, such as agriculture, commercial, and industrial uses into adjoining noise-sensitive uses.

Analysis of Project Effect and Determination of Significance:

Background Information

Sound consists of energy waves that people receive and interpret while noise can be defined as unwanted sound. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called bels. In order to provide a finer description of sound, a bel is subdivided into ten decibels, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a barely perceptible change in sound and a 5 dBA change is generally readily perceptible.

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise have been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:

- **L_{eq} (Equivalent Energy Noise Level):** The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. LEQ is typically computed over 1-, 8-, and 24-hour sample periods.
- **CNEL (Community Noise Equivalent Level):** The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of ten decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m.
- **L_{DN} (Day-Night Average Level):** The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00 a.m.

CNEL and L_{DN} are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. L_{eq} is better utilized for describing specific and consistent sources because of the shorter reference period.

Construction Noise Standards

To control noise impacts associated with the construction of the proposed Project, the City has established limits to the hours of operation. Section 9.215.060(C) of the City's Municipal Code indicates that private

construction projects, located within one-quarter of a mile from an occupied residence, are considered exempt from the Development Code noise standards if they occur within the permitted hours of 6:30 a.m. and 7:00 p.m. with no activity allowed on Sundays and nationally recognized holidays. However, neither the General Plan Noise Element nor the Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a *substantial temporary or permanent increase in ambient noise levels*. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts. According to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold for noise sensitive residential land use.

Sensitive Receptors and Existing Noise Levels

Certain land uses and their occupants are considered sensitive for elevated noise levels. The four (4) closest "sensitive receptors" to the Project site are existing residential uses immediately east, west, and north of the site. These locations are designated R1 through R4 in the *Noise Study* and shown in **Exhibit 11, Closest Noise Receptor Locations**. In addition, **Table 13-1, Existing Noise Levels**, provides the ambient noise during both daytime and nighttime conditions at these receptor locations. The background ambient noise levels in the Project study area are typical of suburban/rural areas and are dominated by the transportation-related noise associated with nearby surface streets, including truck traffic.

Table 13-1
Existing Noise Levels

Location[1]	Description	Ambient Noise Levels (dBA L_{eq})[2]			
		LEq	Lmin	Lmaxe	CNEL
ST-1	Located on the western portion of the Project site, approximately 10 feet east of the tree line adjacent to the residential property located at 27530 Connie Way	46.5	35.3	63.4	--
ST-2	Located on the northern portion of the Project site, along Chambers Avenue across from the residential property located at 25850 Chambers Avenue.	57.9	33.3	76.2	--
ST-3	Located on the eastern portion of the Project site, approximately 33 feet from the centerline of Murrieta Road	67.0	39.4	86.5	--
LT-1	Located on the southern portion of the Project site, approximately 170 feet from the nearest residential property on Connie Way.	34.8 – 50.5	27.2	78.9	49.8

[1] See Exhibit 11 for the sensitive receptor/noise level measurement locations.
[2] Energy (logarithmic) average levels..
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: Table 2, MIG 2023

Exhibit 11
Ambient Noise Monitoring Locations

a) Less Than Significant with Mitigation Incorporated.

A detailed *Noise Study* was prepared for the proposed Project and the following information is summarized from that report (Appendix I).

Significance Thresholds

The Noise Study identified a number of noise (and vibration) thresholds applicable to the proposed Project for construction impacts, offsite impacts, and operational impacts, as shown in **Table 13-2, Significance Thresholds**. Sources for these thresholds include the City's General Plan, Municipal Code, Caltrans, Federal Transit Administration (FTA), and Federal Interagency Committee on Noise (FICON).

Table 13-2
Significance Thresholds

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site	Noise-Sensitive[1]	If ambient is < 60 dBA L_{eq}[1]	≥ 5 dBA L_{eq} Project increase	
		If ambient is 60 - 65 dBA L_{eq}[1]	≥ 3 dBA L_{eq} Project increase	
		If ambient is > 65 dBA L_{eq}[1]	≥ 1.5 dBA L_{eq} Project increase	
	Non-Noise-Sensitive[2]	if ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive[1]	Exterior Noise Level Limit[3]	65 dBA L_{eq}	45 dBA L_{eq}
		If ambient is < 60 dBA L_{eq}[1]	≥ 5 dBA L_{eq} Project increase	
		If ambient is 60 - 65 dBA L_{eq}[1]	≥ 3 dBA L_{eq} Project increase	
		If ambient is > 65 dBA L_{eq}[1]	≥ 1.5 dBA L_{eq} Project increase	
	Non-Noise-Sensitive[2]	If ambient is < 70 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Construction	Noise-Sensitive[1]	Permitted hours of 6:30 a.m. and 7:00 p.m.[4]		
		Noise Level Threshold[5]	80 dBA L_{eq}	n/a
		Vibration Level Threshold[6]	0.30 PPV (in/sec)	

[1] FICON, 1992.
[2] City of Menifee General Plan Noise Element, Table N-b3.
[3] City of Menifee Development Code, Section 9.215.060 (Appendix 3.1).
[4] Section 9.215.060(C) of the City of Menifee Municipal Code (Appendix 3.1).
[5] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
[6] Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: Table 4-1, UC 2022c

Construction Impacts

The degree of construction noise may vary for different areas of the Project site and also vary depending on the construction activities. The construction noise analysis of the *Noise Study* was prepared using reference construction equipment noise levels from the Federal Highway Administration (FHWA) published in the Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. Noise levels associated with Project construction will vary with the different phases of construction. The Noise Study estimated noise generated characteristics of typical construction activities.

The *Noise and Vibration Analysis* evaluated potential Project-generated construction noise and determined it will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work. Site grading is expected to produce the highest sustained construction noise levels due to the use of large earthmoving equipment.

It should be noted that although the City's Municipal Code establishes permissible construction hours for construction, it does not establish a quantitative threshold for temporary construction noise. Therefore, the analysis in the noise study uses a Federal Transit Administration (FTA) 8-hour exposure criteria of 80 dBA Leq to help assess potential construction noise impacts associated with the Project (FTA, 2018).

XIII. NOISE

The proposed Project involves construction activities including site preparation, grading, building construction, paving and architectural coating on an undeveloped parcel in an existing residential area of the City. Construction activities are anticipated to begin in 2024 and may last approximately 14 months in total. In general, construction activities would involve the use of worker vehicles, delivery trucks, dump trucks, and heavy-duty construction equipment such as (but not limited to) backhoes, tractors, loaders, graders, excavators, rollers, cranes, material lifts, generators, and air compressors. These types of construction activities would generate noise and vibration from the following sources:

- Heavy equipment operations at different work areas. Some heavy equipment would consist of mobile equipment such as a loader and excavator that would move around work areas; other equipment would consist of stationary equipment (e.g., cranes or material hoists/lifts) that would generally operate in a fixed location until work activities are complete. Heavy equipment generates noise from engine operation, mechanical systems, and components (e.g., fans, gears, propulsion of wheels or tracks), and other sources such as back-up alarms. Mobile equipment generally operates at different loads, or power outputs, and produces higher or lower noise levels depending on the operating load. Stationary equipment generally operates at a steady power output that produces a constant noise level.

- Vehicle trips, including worker, vendor, and haul truck trips. These trips are likely to primarily occur on Murrieta Road and Chambers Avenue.

Typical construction equipment noise levels at different distances are shown in Table 4.
With regard to construction noise, site preparation and grading phases typically result in the highest temporary noise levels due to the use of heavy-duty equipment such as dozers, excavators, graders, loaders, and trucks. Construction noise impacts generally occur when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time.

Construction activities would, at times, occur directly adjacent to existing residential properties to the west and south. Street improvements along Chambers Avenue would occur directly adjacent to residential properties to the north. As shown in Table 3, estimated worst case hourly Leq and Lmax construction equipment noise levels are predicted to be approximately 82 and 85 dBA, respectively, at 50 feet; however, the magnitude of the Project's temporary and periodic increase in ambient noise levels would depend on the nature of the construction activity (i.e., grading, building construction, paving) and the distance between the construction activity and sensitive receptors/outdoor use areas. Sensitive residential receptors would be within 25 feet of work areas for specific but limited times (e.g., site grading along the western property line and paving along Chambers Avenue), at which distance a single piece of construction equipment may generate noise levels up to 88 dBA Leq. the majority of construction activities would be associated with the building construction phase, as shown in Table 1. These activities, which would generally consist of vertical building development, would primarily take place closer to the interior of the site. Construction equipment during building construction would generally take place no closer than 50 feet from the receptors to the west on Connie Way, approximately 115 feet from the receptors east of the site on Murrieta Road, and approximately 125 feet from the receptors north of the site on Chambers Avenue. At these distances, construction activities would produce sound levels of approximately 82 dBA, 75 dBA, and 74 dBA Leq to receptors to the west, east, and north, respectively. The concurrent operation of two or more pieces of equipment could, depending on the equipment being operated, increase estimated noise levels by 2 dBA to 4 dBA Leq (i.e., up to 86 dBA, 79 dBA, and 78 dBA Leq, at receptors to the west, east, and north respectively). Construction noise levels to the receptors south of the site (i.e., at the mobile home park) would be much lower, ranging from approximately 65 dBA to 69 dBA Leq. These sound level estimates reflect the anticipated worst-case noise impacts across all construction. In reality, sound levels would be lower during most of construction, because construction equipment would operate closer to the interior of the site, and the noise generated by the equipment would attenuate over the additional distance.

As discussed above, the Project's potential exterior construction noise levels would generally range from approximately 65 dBA Leq to 88 dBA Leq under worst-case conditions at nearby sensitive receptor locations. The specific duration over which noise level increases would occur would be dependent on the specific equipment in use (primarily driven by construction phase) and the distance between the equipment and adjacent residential properties. With the exception of the receptors to the west, along Connie Way, construction noise levels at adjacent residential properties are anticipated to be below the FTA's 80 dBA Leq criteria.1
To reduce the potential for the proposed Project's construction activities to result in a substantial temporary increase in ambient noise levels in the vicinity of the Project site that could annoy adjacent residential receptors and/or interfere with the normal use and enjoyment of residential properties, MIG recommends Mitigation Measure NOI-1 be incorporated into the Project.

The implementation of Mitigation Measure NOI-1 would reduce construction noise levels by approximately 10 dBA at western receptor locations during the daytime. Based on the estimated worst-case scenario (88 dBA Leq), exterior noise levels at individual receptors would be reduced to approximately 78 dBA Leq with the incorporation of Mitigation Measure NOI-1. Although worst-case noise levels could be noticeably louder than typical hourly daytime noise levels, Mitigation Measure NOI-1 would require the Applicant to provide advance warning of the proposed Project's potentially noisy construction activities, restrict work hours to periods when humans are less sensitive to elevated noise levels in accordance with Municipal Code requirements, implement equipment noise control measures, install a temporary noise barrier between work areas and affected receptors, and prepare and plan for potential unanticipated or unexpected construction noise issues. By providing advanced notice of loud construction activities and implementing equipment control measures and temporary noise barriers, the potential for sensitive residential receptors to be surprised or annoyed by loud exterior noises would be substantially reduced. In addition, daytime noise levels inside potential residential buildings would be approximately 12 dBA to 30 dBA lower, depending on whether windows and doors were open or closed. Thus, interior noise levels at individual receptors locations could potentially reach 58 dBA Leq to 67 dBA Leq during daytime hours, when humans are less sensitive to higher noise levels. At no time would the proposed Project's exterior or interior construction noise be loud enough to result in physical harm to adjacent residential receptors. Finally, although worst-case construction noise levels could be noticeably louder than typical conditions, the duration of these worst-case noise levels would be intermittent (anticipated to be up to four (4) hours per day) for several days during the Project's anticipated 30-day site preparation and grading phases), which would not constitute sustained or prolonged exposure to substantially temporary noise increases. Maintaining the barrier through structural work on the Project's eight (8) western-most units would provide receptors along Connie Way with additional noise reduction as those unit's building foundations and structures are completed (i.e., leading up to primarily interior work that generally won't require the use of large off-road pieces of construction equipment). The implementation of Mitigation NOI-1 would lower overall Project construction noise levels, reduce the potential for Project construction noise levels to surprise or annoy residential receptors, and reduce the potential for Project construction noise levels to interfere with normal use of residential properties. The implementation of Mitigation Measure NOI-1 would, therefore, render the proposed Project's potential construction noise levels less than significant with mitigation.

Operational Impacts

Sensitive receptors that may be affected by operational noise of the Project are adjacent land uses to the immediate west, north, and east of the Project site. Operational noise from occupancy of the Project may result from either stationary sources such as air conditioning or mobile sources such as vehicles traveling to and from the site.

Mobile Sources

Traffic generated by the operation/occupancy of the proposed Project will influence the traffic noise levels in surrounding off-site areas. To quantify the traffic noise increases on the surrounding off-site areas, the changes in traffic noise levels on nineteen roadway segments surrounding the Project site were calculated based on the change in the average daily traffic (ADT) volumes. To assess the off-site noise level impacts associated with the proposed Project, noise level contour boundaries were developed for Existing and Opening Year Cumulative traffic conditions.

Project Operation (Off-Site Vehicle Trip Noise)

In general, it takes a doubling of traffic to increase traffic noise volumes by 3 dBA, which is considered an audible increase for exterior noise environments (Caltrans, 2013). The Project is surrounded by other development, including other subdivisions that contribute to existing traffic volumes on nearby roadways. The addition of 575 passenger cars to the roadway system would not result in a doubling of traffic on any roadway segment at or in the vicinity of the Project site and, therefore, would result in a less than 3 dBA increase in noise levels on local roads used to access the Project site. The proposed Project would not result in a substantial, permanent increase in noise levels along the roadways used to access the proposed Project as compared to existing or future conditions. This impact would be less than significant.

The City's "Noise Background Document & Definitions," which accompanies the City's General Plan, provides noise land use compatibility standards for the siting of new land uses (Menifee, 2013c). Specifically, Table N-b3 identifies sound levels up to 60 dBA CNEL as "Normally Acceptable," and sound levels of up to 70 dBA CNEL as "Conditionally Acceptable"; however, General Plan Policy N-1.11 discourages siting noise-sensitive uses in areas with noise levels greater than 65 CNEL without mitigation.

The General Plan contains noise level contours along Murrieta Road. The traffic noise modeling conducted for the General Plan indicates traffic noise levels 100 feet from the centerline of the segment of Murrieta Road north of McCall Boulevard was approximately 64.2 CNEL under both existing conditions and projected conditions for 2035. The easternmost residential building that is proposed as part of the Project is located within the 65 CNEL traffic noise contour. It is noted the existing traffic noise levels in the General Plan were generally confirmed by ambient noise monitoring conducted at the Project site, which indicate that 24-hour noise levels at Building 36 (i.e., the southeastern most building, approximately 65 feet from the centerline of Murrieta Road) could approach 64 CNEL.

The land use compatibility definition for "Conditionally Acceptable" in the "Noise Background Document & Definitions" document stipulates that:

"New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice" (Menifee, 2013c).

Typical building construction provides an exterior-to-interior noise reduction of approximately 12 dBA with windows open and approximately 30 dBA with windows closed.3 The proposed Project includes HVAC equipment for each unit and, therefore, a 30 dBA reduction should be able to be achieved while maintaining comfortable interior temperature for future residents. Thus, with standard construction techniques, the proposed Project would satisfy the City's 45 dBA CNEL interior building code noise requirement established in the "Noise Background Document & Definitions" document.

Onsite Operational Noise

Once constructed, the proposed Project's primary on-site noise generating activities would include traffic on the new interior circulation roads and mechanical equipment such as garage doors and HVAC equipment; however, Section 9.09.200 (General Exemptions) of the City's Municipal Code exempts certain sources of noise, including heating and air conditioning equipment in proper repair (see Section 9.09.200 (J)). The proposed Project would install new heating, ventilation, and air conditioning (HVAC) equipment for the units proposed and, therefore, the equipment would be in proper repair and exempt from the City's noise level standards, including those in Table 1 of Municipal Code Section 9.09.050 (see Table 3). Menifee Municipal Code Section 9.09.200 also exempts noise from motor vehicles equipped with factory-equipped exhaust systems, of which future residents / tenants of the site are anticipated to use.
As described above, existing residential land uses in the City are not substantial noise generators. The proposed Project's dwelling units would generate noise from sources that are similar in nature to those that currently exist at and in the vicinity of the Project site (e.g., vehicular travel and HVAC noise). These primary noise sources are exempt from the City's Municipal Code and, therefore, the Project would not have the potential to exceed applicable City standards (i.e., because none apply). This impact would be less than significant.

With implementation of **Standard Conditions SC-NOI-1 and SC-NOI-2** and **Mitigation Measures MM-NOI-1**, the *Noise Study* demonstrates that potential short-term construction and long-term occupancy noise impacts of the Project will be reduced to less than significant levels.

b) Less Than Significant Impact.

Construction activities have the potential to result in varying degrees of ground vibration, depending on the specific construction equipment used and activities involved. Vibration generated by construction equipment spreads through the ground and diminishes with increases in distance. The effects of ground vibration may be imperceptible at low levels, result in low rumbling sounds and detectable vibrations at moderate levels, and can disturb human activities such as sleep and vibration sensitive equipment at high levels. Ground vibration can also potentially damage the foundations and exteriors of existing structures even if it does not result in a negative human response. Pile drivers and other pieces of high impact construction equipment are generally the primary cause of construction-related vibration impacts. The use of such equipment is generally limited to sites where there are extensive layers of very hard materials (e.g., compacted soils, bedrock) that must be loosened and/or penetrated to achieve grading and foundation design requirements. The need for such methods is usually determined through site-specific geotechnical investigations that identify the subsurface materials within the grading envelope, along with foundation design recommendations and the construction methods needed to safely permit development of a site. Pile driving equipment is not anticipated to be required at the proposed Project site.

Construction vibration impacts generally occur when construction activities occur in close proximity to buildings and vibration-sensitive areas, during evening or nighttime hours, or when construction activities last extended periods of time. Caltrans' Transportation and Construction Vibration Guidance Manual provides a summary of vibration human responses and structural damage criteria that have been reported by researchers, organizations, and governmental agencies (Caltrans, 2020).

For the proposed Project, these types of equipment would primarily operate during the site preparation, grading, and paving phases. Site preparation and grading would occur over a total of approximately 30 days at the beginning of construction and paving would occur over approximately 20 days near the end of construction. During site preparation and grading activities, large equipment could, at worst-case, operate adjacent to the site's property lines and within approximately 25 feet of the nearest residential buildings (to the west and south), although most operations would generally take place further from receptor locations. For example, equipment operating in the middle of the site could be 300 feet from the nearest receptors. Paving operations would generally take place near the interior of the site, usually at least 50 feet from any adjacent

residential building. Road improvements to Chambers Avenue would also occur approximately 50 feet from the residential buildings to the north.

As shown in Table 7, the vibration levels associated with typical construction equipment are dependent on the type of equipment used. For structural damage, the use of typical equipment during construction activities (e.g., bulldozer, jack hammer, trucks etc.) would produce PPV levels up to 0.098 in/sec at 50 feet. These PPV values are well below Caltrans' guidelines standards for potential structural damage for the types of buildings in and adjacent to the Plan Area, which consist of modern residential structures (0.5 PPV for continuous vibration sources; see Table 5). For human annoyance and interference responses, the use of typical equipment (e.g., bulldozer, jack hammer, trucks, etc.) during construction could produce vibration levels near the Project site (within 50 feet) that exceed Caltrans' perceptible vibration detection threshold (0.012 PPV, see Table 6). Specific vibration-generating equipment, such as vibratory rollers which may be used during paving activities, could produce vibration levels at 50 feet that would be more pronounced and perceptible but still far below Caltrans' guidelines for structural damage to modern residential structures (0.50 in/sec PPV for continuous vibration sources).

The above vibration estimates represent potential vibration levels based on typical equipment operations and assume there is no change in elevation between work areas and receptor locations and no change in subsurface conditions that may affect vibration transmission through soil media and structures. As discussed above, the proposed Project does not have the potential to result in structural damage to buildings near work areas; however, construction-related groundborne vibrations have the potential to be perceptible at buildings within approximately 200 feet of typical construction work areas and 400 feet of construction work areas involving a vibratory roller. Although some vibration associated with construction activities may be felt by nearby residential properties that surround the site, this potential vibration effect would not be excessive because it would occur during daytime hours only (when residential properties would be less sensitive to perceived vibrations, be infrequent (occurring only when equipment is in full operation, not idling or in low power modes), be intermittent

(equipment would not operate in the same location every day and would move around the site so that properties are not exposed to continuous peak vibration levels), and would not damage buildings or structures at any point. For these reasons, Project construction activities would not generate excessive groundborne vibration or noise levels. This impact would be less than significant.

c) No Impact. The proposed Project is located approximately 2.6 miles south of the Perris Valley Airport. The Project site is located outside of the 55 CNEL noise contour for the Perris Valley Airport and is not located within any other airport planning boundary (County of Riverside, 2011). The proposed Project, therefore, would not expose people living or working at the site to excessive airport-related noise levels. Therefore, the Project will not be subject to any noise-related impacts in this regard and no mitigation is required.

Standard Conditions and Regulatory Requirements

SC-NOI-1 The Menifee Municipal Code, Section 9.210.060 (Noise Control Regulations), Section 9.210.060 – General Exemptions, exemptions relevant to the Project include:

- Property maintenance including lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of 7 a.m. and 8:00 p.m.;
- Motor vehicles, other than off-highway vehicles; and
- Heating and air conditioning equipment in proper repair.

SC-NOI-2 The Menifee Municipal Code, Section 9.210.060 (Noise Control Regulations), Section 9.210.060 – Construction-Related Exemptions, construction noise is exempt from applicable noise standards provided that:

- The construction project is located at least one-quarter mile from an inhabited dwelling; or

- Construction does not occur between the hours of 7:00 p.m. and 6:30 a.m.

Mitigation Measures:

MM-NOI-1 **Reduce Potential Project Construction Noise Levels.** To reduce potential noise levels from Project construction activities, the Applicant shall:

1) Notify Residential Land Uses of Planned Construction Activities. This notice shall be provided at least two (2) weeks prior to the start of any construction activities, describe the noise control measures to be implemented by the Project, and include the name and phone number of the designated contact for the Applicant/Project representative and the City of Menifee responsible for handling construction-related noise complaints (per action #5 below). This notice shall be provided to the owner/occupants of residential dwelling units that border the Project site to the west and north of the Project site (i.e., along Chambers Avenue and Connie Lane).

2) Restrict Work Hours: All construction-related work activities, including material deliveries, shall be subject to the requirements of City Municipal Code Section 8.01.010. Construction activities, including deliveries, shall occur only during the hours of 6:30 AM to 7:00 PM Monday to Saturday and shall not occur at any time on Sundays and holidays. The Applicant/Project representative and/or its contractor shall post a sign at all entrances to the construction site informing contractors, subcontractors, other workers, etc. of this requirement.

3) Construction Equipment Selection, Use, and Noise Control Measures: The following measures shall apply to construction equipment used at the Project site:

a. Contractors shall use the smallest size equipment capable of safely completing work activities.

b. Construction staging shall occur as far away from residential land uses as possible given site and active work constraints.

c. Electric hook-ups shall be provided for stationary equipment (e.g., pumps, compressors, welding sets). This measure shall be subject to the approval of the local electric utility. If electric service is denied, the Applicant shall ensure actions 3a, 3b, and 3d are implemented.

d. All stationary noise generating equipment shall be shielded and located as far as possible from residential land uses given site and active work constraints. Shielding may consist of a three- or four-sided enclosure provided the structure/enclosure breaks the line of sight between the equipment and the receptor and provides for proper ventilation and equipment operation.

e. Heavy equipment engines shall be equipped with standard noise suppression devices such as mufflers, engine covers, and engine/mechanical isolators, mounts, and be maintained in accordance with manufacturer's recommendations during active construction activities.

f. Pneumatic tools shall include a suppression device on the compressed air exhaust.

g. No radios or other amplified sound devices shall be audible beyond the property line of the construction site.

4) Install Construction Noise Barrier: The following measures shall apply to Project construction activities:

a. Site Preparation, Grading, and Foundation/Building Construction Work: During all site preparation, grading, and structural work activities, a physical noise barrier shall be installed and maintained along the western site perimeter of the Project site to the maximum extent feasible given site constraints and access requirements. The noise barrier shall extend to a height of six (6) feet above grade. Potential barrier options capable of reducing construction noise levels could include, but are not limited to:

i. A plywood or other barrier installed at-grade (or mounted to structures located at-grade, such as a K-Rail), and consisting of a solid material (i.e., free of openings or gaps other than weep holes) that has a minimum rated transmission loss value of 20 dB.

ii. Commercially available acoustic panels or other products such as acoustic barrier blankets that have a minimum sound transmission class (STC) or transmission loss value of 20 dB.

iii. Any combination of noise barriers and commercial products capable of achieving required construction noise reductions during site preparation, grading, and structural work activities.

iv. The noise barrier may be removed following the completion of the structural work on the Project's eight (8) western-most units (i.e., once framing and typical vertical building construction is complete, provided no other grading, foundation, etc. work is still occurring in the western cul-de-sac).

5) Prepare a Construction Noise Complaint Plan: The Applicant shall prepare a Construction Noise Complaint Plan that:

a. Identifies the name and/or title and contact information (including phone number and email) for a designated Project and City representative responsible for addressing construction-related noise issues.

b. Includes procedures describing how the designated Project representative will receive, respond, and resolve construction noise complaints.

c. At a minimum, upon receipt of a noise complaint, the Project representative shall notify the City contact, identify the noise source generating the complaint, determine the cause of the complaint, and take steps to resolve the complaint.

XIV. POPULATION AND HOUSING

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

Sources: *General Plan*; *GPEIR* (Chapter 5.13, *Population and Housing)*; Department of Finance Population E-1 Estimates, January 2023; City of Menifee Municipal Code; Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Draft Connect SoCal 2024 Final Growth Forecast by Jurisdiction 2016-2040; and Figure 9, Aerial Photo in Section I. of this Initial Study; and U.S. Census Bureau (USCB) QuickFacts, Menifee City, CA, 2020 US Census data. Website accessed November 2023 https://www.census.gov/quickfacts/fact/table/menifeecitycalifornia/.

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant Impact. The Project is proposing to construct 61 detached single-family residences. The U.S. Census Bureau indicates the City has an average of 3.12 persons per household and approximately 2.85 average population for single-family detached residential units with attached garages according to the MCC Section 7.75.060. Based on the Census Bureau estimate, the Project could generate as many as 190 City residents at buildout[3].

According to the Department of Finance Population Estimates, the City of Menifee had a population of 110,034 as of January 1, 2023 representing a 2.4% increase from January 1, 2022. The Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Final Growth Forecast projects an estimated population of 121,400 by the year 2040. The General Plan EIR Population and Housing chapter forecast the city population to be 119,332 in year 2035. The city General Plan 2021-2029 Housing Element projected the city's population to be 129,750 in Year 2045. The projected 190 residents from the Project, if all are new to the City, represents 0.02 percent of this anticipated growth[4].

The Project would be consistent with the General Plan land use designation and zoning classification of Low Medium Density Residential (LMDR) Zone Zone and assumptions estimated by the City in its General Plan and by SCAG for the City of Menifee. No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. Therefore, impacts will be less than significant and no mitigation is required.

b) No Impact. The Project site is currently vacant and is proposed to be developed with 61 single-family detached residential units. There is no existing housing (or residents) on the Project site so it will not displace any existing housing. Therefore, the Project will not displace substantial numbers of existing people or

[3] 61 units X 3.12 persons/household from U.S. Census Bureau = 190 new residents

[4] 121,400 – 110,034 = 11,366 persons added from 2020 to 2040 and 190 new residents is 0.2 percent of that growth

housing, necessitating the construction of replacement housing elsewhere. No impacts will occur and no mitigation is required.
Mitigation Measures: None required or recommended.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Sources: *GPEIR* (Chapter 5.14, *Public Services*); *General Plan*;; Google Earth; Menifee Resoltion No. 22-1264 (Development Impact Fees) and Menifee Municipal Code Chapter 8.20 (Fire Code); GoogleEarthPro website 2023; Romoland School District website; and Perris Union High School District website.

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant Impact. The City of Menifee contracts for fire services with the Riverside County Fire Department/CAL FIRE, providing a full range of fire protection services including fires, rescues, traffic accidents, medical emergencies, and requests for general public assistance.

The Sun City Fire Station #7 is located at 28349 Bradley Road, approximately 2.0 driving miles south-southeast of the Project site (GoogleEarth). Service response times provided by The Department of Forestry and Fire Protection (Cal Fire) concluded that the response time from this station currently does not meet the City's 4-minute response time goal and therefore, fire protection services are currently inadequate to service the Project.

However, payment of DIF constitutes adequate mitigation because through implementation of the DIF program (City Resolution No. 22-1264) the City of Menifee collects DIF from development projects and is mandated to use the DIF funds to construct new fire and emergency service facilities. Payment of the DIF is a standard condition and is not considered unique mitigation under CEQA (see **Standard Condition SC-PS-2**).
Prior to the issuance of building permits all construction documents will be reviewed and approved by the City of Menifee's Fire Department as contracted through Riverside County Fire Department CalFire for consistency with the Uniform Fire Code (Menifee Municipal Code Chapter 8.20, see **Standard Conditions SC-PS-1** through **SC-PS-6**). The development will be required to provide fully operational fire hydrants prior to the arrival of any building material being delivered to the Project site. The proposed structures will have fire sprinklers throughout the buildings as well as a dedicated fire protection water line.

The DIF shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit.

Overall, the Project would receive adequate fire protection service and would not result in adverse physical impacts. Because no fire protection facilities exist on the Project site, development of the Project would not conflict with existing fire structures or require modification of fire protection facilities.

Additional residential development into this area will not 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 fire protection. Project impacts are considered less than significant with implementation of **Standard Conditions SC-PS-1** through **SC-PS-6**.

b) Less Than Significant Impact. The City of Menifee Police Department currently has 118 authorized personnel, including over 100 sworn police officers. The Menifee Police Department is located at 29714 Haun Road in Menifee, approximately 4.72 driving miles south-southeast of the proposed Project site via Haun Road to Newport Road to Murrieta Road to Chambers Avenue and 4.55 driving miles via Haun Road to Newport Road to I-215 to McCall Road to Murrieta Road to Chambers Avenue (GoogleEarth) . No new or expanded police facilities are expected to be constructed as a result of this Project.

The proposed Project is not anticipated to require substantial additional police services, as the Project area is already within a developed area currently served by the City of Menifee Police Department. The Police Department has four beat patrols and the Project site is located within Beat #4. Six patrol teams are assigned to each beat. They provide first level police services to the residents of the community and handle 911 calls twenty-four hours a day. The patrol teams are responsible for preventative and suppressive patrols designed to minimize the occurrence of crime, to locate and apprehend criminal suspects, and to enforce traffic and other safety related laws and ordinances. The additional 61 residential dwelling units are expected to generate approximately 190 City residents although some portion of these may move from housing elsewhere is the City so it is unknown specifically how many of the Project occupants will be new residents in the City. The Project itself is not expected to adversely affect police services as it would not increase population.

The City development review process and building permit plan check process will include review by the Police Department to ensure incorporation of defensible space concepts in site design and construction. All Projects are required to incorporate defensible space concepts, to be reviewed with the Police Department prior to approval of conditional use permits or other entitlements.

The Project site is subject to City Resolution No. 22-1264, Development Impact Fees (DIF). DIF shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit. DIF is used to pay for police protection services.

Per Menifee Municipal Code Chapter 8.02 (DIF), new development is required to pay impact fees that can go toward purchasing land and construction of new police service facilities. Payment of the DIF is a standard condition and is not considered unique mitigation under CEQA (see **Standard Condition SC-PS-7**). Additional residential development into this area will not 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 police protection. Impacts are considered less than significant.

c) Less Than Significant Impact. The proposed Project is located within the boundaries of the Menifee Union School District and specifically within the Ridgemoor Elementary school boundaries and the Hans Christensen Middle school boundaries. The project site is also located within the Perris Union High School District and specifically within the Paloma Valley High School boundaries. The nearest school to the Project site is Ridgemoor Elementary located approximately 1.5 miles to the south.

According to data from the Romoland and General Plan EIR, the 61 single-family units of the proposed Project would be expected to generate approximately 14 elementary, 7 middle school, and 8 high school students at full occupancy, as shown in **Table 15-1, Project Student Generation**. Paloma Valley High school

students may need to be bussed to school depending on the resources and plans of the involved districts due to the 3.9 miles distance from the project site.

Table 15-1
Project Student Generation

Grade Levels	Elementary	Middle School	High School	Total (K-12)
Rate[1]	0.2342	0.1060	0.1317	0.47
Students[2]	14	7	8	29

1 School Facilities Needs Analysis, 2020
2 Single-family Residential Unit Rate x 61 detached units

The Project is consistent with the General Plan land use designation and Low Medium Density Residential (LMDR) zoning classification and does not require either a General Plan Amendment or a zone change. The Project is subject to payment of established development fees for school facilities pursuant to Senate Bill 50 (see **Standard Condition SC-PS-8**). Payment of these fees is a standard condition and are not considered unique mitigation under CEQA. With payment of these fees, overall impacts to school facilities are considered to be less than significant and no mitigation is required.

d) Less Than Significant Impact. Demand for park and recreational facilities are generally the direct result of residential development. The estimated additional 190 residents that will be generated by the Project will create an additional demand for 0.95 acres of parkland based on the City's General Plan standard of 5 acres per thousand residents or the need to pay the equivalent value to the City in developer impact fees for parks. The Project proposes approximately 0.50 acres of private onsite recreational facilities and will also be required to pay an appropriate in-lieu Development Impact Fee (DIF) for Quimby Act-related impacts in lieu of the construction of new onsite public recreation facilities. Quimby fees are used by the City for the acquisition of new parkland per state law. With a combination of private onsite facilities and payment of an in-lieu Development Impact Fee (DIF) for offsite public parkland, the Project will have less than significant impacts related to parks.

e) Less Than Significant Impact. The expansion of public services such as libraries or hospitals will not be required. The proposed development will result in an incremental, yet not significant increase the demand of such services.

As the City's population grows, new medical facilities will be required to provide health and medical services for an expanded population. Since the Project as proposed is consistent with the existing City's General Plan Land Use Plan designation and Low Medium Density Residential (LMDR) zoning classification, the proposed Project would not impact the City/County-wide health and medical facilities to a greater degree than was anticipated in the General Plan. Residential development places a much larger burden on these public services.

Impacts to library and health services are typically attributable to residential development. Therefore, the proposed Project will result only in an incremental increase in impact to library and health services and would not require the physical alteration of facilities.

Standard Conditions and Regulatory Requirements

SC-PS-1 Municipal Code Section 8.20 (Fire Code). The Project shall comply with applicable version of Chapter 8.20 of the Municipal Code at the time of permit issuance.

SC-PS-2 Development Impact Fee (DIF)/Fire Protection and Emergency Response Services. The Project applicant shall pay Development impact fees at the time a certificate of occupancy is

	issued for the Development Project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit.
SC-PS-3	Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal (Case PP2018-300).
SC-PS-4	The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet from a building. A fire hydrant shall be located within 200 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3).
SC-PS-5	The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction. (CFC 501.4).
SC-PS-6	Fire apparatus access roads shall have an unobstructed width of not less than twenty–four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches.
SC-PS-7	Development Impact Fee (DIF)/Police Protection Services. The Project applicant shall pay Development impact fees at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit.
SC-PS-8	Prior to the issuance of a building permit for any each residential unit, the Project applicant shall pay the most recent developer fee to Menifee Union School District (MUSD) and Perris Union High School District (PUHSD) which is applicable at the time of building permit issuance.
Mitigation Measures:	None required or recommended.

XVI. RECREATION

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

Sources: *General Plan*; *GPEIR* (Chapter 5.16, *Recreation)*; Municipal Code Sections 9.55 and 9.56; and Development Impact Fees per Resolution No. 22-1264.

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant Impact. Demand for park and recreational facilities are generally the direct result of residential development because it generates new residents or population. Goal OCS-1.2 of the City of Menifee General Plan states that it is the City's requirement to achieve 5 acres of parkland for every 1,000 city residents. According to the U.S. Census, the household size in the City of Menifee is 3.12 persons per household and 2.85 for single-family detached residential units with attached garages according to the MCC Section 7.75.060.which translates to approximately 190 persons[5] for this Project. Some of the residents of the Project may already live within the City and are simply relocating within the City. In addition, the project includes an approximately 0.50 acres onsite recreation area for residents. However, as a worst case condition, it is assumed all Project residents will be new residents to the City. These additional residents will use existing local and regional recreational facilities and programs. However, this increased use is considered incremental due to the small number of residents, and their impacts on existing parks are considered to be less than significant.

The Project proposes residential uses that are consistent with the General Plan land use and zoning designation for the site upon completion of the Planned Development Overlay. Therefore, the Project will not introduce more new residents to the site than were anticipated under the General Plan Environmental Impact Report.

The addition of 190 new residents would generate a conceptual requirement for 0.95 acres of parkland[6] or the need to pay the equivalent value to the City in developer park impact fees. The Project proposes approximately 0.50 acres of private onsite recreational facilities but may also be required to pay an appropriate DIF/Quimby fee in lieu of the construction of new public recreation facilities. DIF/Quimby fees are used by the City for the acquisition of new parkland. The construction of new parks in the future would require separate CEQA compliance processes and documentation. In addition, the payment of Quimby fees to the City is considered regulatory compliance and not unique mitigation under CEQA.

[5] 61 units X 3.12 persons/household from U.S. Census Bureau = 190 new residents

[6] 190 residents divided by 1000 persons times 5 acres/1000 residents required by General Plan Goal OCS-1.2 = 0.95 acres

XVI. RECREATION

With onsite open space/recreational amenities and payment of Quimby fees, the Project will not increase the use of existing neighborhood and regional parks or other recreational facilities to the degree that substantial physical deterioration of the facility would occur or be accelerated. Impacts will be less than significant.
b) Less Than Significant Impact. As discussed in Threshold XII.a above, demand for park and recreational facilities are generally the direct result of residential development because it generates new residents or population. Based on data from the U.S. Census, the Project would generate approximately 190 persons for this Project which would generate a conceptual requirement for 0.95 acres of parkland. The Project would receive 50% credit for new onsite recreational land or facilities, but it will still need to pay an appropriate park impact fee to the City. With payment of Quimby fees, impacts of the Project related to the need for new recreational facilities will be less than significant
Mitigation Measures: None required or recommended.

XVII. TRANSPORTATION

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

Sources: *GPEIR (Chapter 7.17 – Transportation and Traffic)*; *General Plan*; Development Impact Fees per Resolution No. 22-1264; Ordinance No. 2009-62 "Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance of 2009"; *Menifee Di Capri Residential Traffic Impact Analysis, City of Menifee,* prepared by Ganddini Group, Inc. , 11-09-2023 (*TIA*, Appendix H);; City of Menifee Municipal Code; City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (January 2022)City of Menifee Citywide Trails Map; Table 1, *Surrounding Land Uses* in Section I. of this Initial Study; Figure 8, *General Plan Land Use Designations*, Figure 9, *Zoning Classifications*, and Figure 3, *Aerial Photo*, in Section I. of this Initial Study; and Riverside Transit Agency website.

Applicable General Plan Policies:

Circulation (C) Element

Goal C-1: A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.

Policy C-1.1: Require roadways to:

- Comply with federal, state and local design and safety standards.
- Meet the needs of multiple transportation modes and users.
- Be compatible with the streetscape and surrounding land uses.
- Be maintained in accordance with best practices.

Policy C-1.2: Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.

Policy C-1.5: Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.

Goal C-2: A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.

Policy C-2.1: Require on- and off-street pathways to:

- Comply with federal, state and local design and safety standards.
- Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
- Be compatible with the streetscape and surrounding land uses.

- Be maintained in accordance with best practices.

Policy C-2.2: Provide off-street multipurpose trails and on-street bike lanes as our primary paths of citywide travel, and explore the shared use of low speed roadways for connectivity wherever it is safe to do so.

Policy C-2.3: Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.

Policy C-2.4: Explore opportunities to expand the pedestrian and bicycle networks; this includes consideration of utility easements, drainage corridors, road rights-of-way and other potential options.

Goal C-3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.

Policy C-3.2: Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.

Goal C-5: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.

Policy C-5.3: Support efforts to reduce/eliminate the negative environmental impacts of goods movement.

Project Design Features:

The following Project Design Features are incorporated into and part of the project:

PDF-TRA-1 Project Driveways No. 1 and No. 2 at Chambers Avenue (Study Intersections #5 and #6):

- Install stop control and one shared left/right turn lane Eastbound
- Construct two through lanes and one Class II bicycle lane Westbound
- Maintain existing westbound through lane to provide shared through/left turn movements

PDF-TRA-2 Construct Chambers Avenue along the project frontage at its ultimate half-section width as a Secondary roadway (four lanes, undivided) and Murrieta Road along the project frontage at its ultimate half-section, including Community On-Street Neighborhood Electric Vehicle (NEV)/Bike Lanes (Class II), in accordance with the City of Menifee General Plan Circulation Element

PDF-TRA-3 Murrieta Road at Chambers Avenue (Study Intersection #2) Eastbound:

- Construct one left turn lane, two through lanes, and one right turn lane

PDF-TRA-4 Murrieta Road at Thornton Avenue (Study Intersection #1) Eastbound:

- Construct a second southbound through lane

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant Impact. Pursuant to the City of Menifee Traffic Impact Analysis Guidelines, a comprehensive traffic study was prepared for the Project (*TIA*, Appendix H). The *TIA* focuses on Level of Service (LOS) congestion changes at six (6) local intersections and one (1) local roadway segments as a result of Project-generated traffic under a number of time-based scenarios (e.g., existing conditions, opening year with and without Project, existing plus Project). The *TIA* found that all study intersections will operate within or improved from the City's LOS D threshold for acceptable operating conditions and LOS E at constrained locations in close proximity to I-215 identified in the General Plan with the incorporation of Project Design Features PDF-TRA-1 through PDF-TRA-4 recommended in the *TIA*. However, it should be noted the CEQA thresholds of significance for transportation and traffic impacts have been revised in recent years. In the past, the CEQA analysis focused on LOS which measures congestion at local intersections and roadway segments. The emphasis of these past studies was to assure the street grid network functioned well and allowed for efficient movement of vehicles. The current focus is to encourage active transportation (e.g., pedestrians, bicyclists, etc.) and transit, and to limit increases in Vehicle Miles Travelled (VMT). An important

part of this analysis is to determine if a proposed action is consistent with both the vehicular and non-vehicular aspects of the Circulation Element of the General Plan.

Transit. Bus service in western Riverside County is provided by the Riverside Transit Authority (RTA). At this time, the immediate area surrounding the Project site is not served by any RTA bus routes. The closest RTA route to the Project area is Route 61 to the south along McCall Road. The closest bus stops are located at the southeast and southwest corners of Murrieta Road and McCall Boulevard approximately 0.60 miles walking distance of the site slightly exceeding the typical walking distance of a half mile or less). The RTA makes changes to their routes and schedules as demand and land uses dictate so it is possible at some point in the future there may be RTA routes closer to the Project site as residential and commercial uses in the surrounding area build out. The city General Plan Exhibit C-5 identifies potential future transit service along Murrieta Road adjacent to the Project site.

Bicycle, Sidewalks and Pedestrian Trails. There are no sidewalks, trails, or bike lane improvements along Chambers Avenue adjacent to the Project site although there are sidewalks along Chambers Avenue to the west of the site and east of the site across Murrieta Road. The proposed Project includes a sidewalk along Chambers Avenue and Murrieta Road adjacent to the site.

General Plan Exhibit OSC-1 shows proposed recreational trails and General Plan Exhibit C-4 bicycle routes in the City. It shows there will eventually be Class II, and III bicycle routes on Chambers Avenue (Class III) and Murrieta Road (Class II) adjacent to the Project site. The Project includes a On-Street NEV/Bike Lanes (Class II) along Chambers Avenue (see PDF-TRA-1 and PDF-TRA-2). Therefore, the Project will have less than significant impacts related to non-vehicular access.

Roadways. Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation, and air quality. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the County's CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The Southern California Association of Governments (SCAG) is required under federal planning regulations to determine that CMPs in the region are consistent with the Regional Transportation Plan. The RCTC's current Congestion Management Program includes the I-215 Freeway approximately 1.0 miles east of the Project site in the CMP. Study intersection No. 4 (Chambers Avenue and Grosse Point Drive) is located near approximately 0.85 miles from I-215.

The RCTC CMP does not currently require traffic impact assessments for development proposals. However, local agencies are required to maintain the minimum level of service (LOS) thresholds included in their respective general plans. If a street or highway segment included as part of the CMP falls below the adopted minimum level of service of E, a deficiency plan is required. The Project could conflict with the CMP if the Project were to cause the CMP facility to operate at an unacceptable LOS.

The Project will also be required to pay the County's Transportation Uniform Mitigation Fee (TUMF), the City's Development Impact Fees (DIF), and Traffic Signal Mitigation Fee assessed on all new development which collectively help reduce overall impacts to the transportation system (i.e., roads and intersections)(see **Standard Conditions SC-TR-1 through SC-TR-3**).

The *TIA* estimated the Project would generate a total of 575 daily vehicle trips (average daily traffic or ADT) with 43 AM Peak Hour and 57 PM Peak Hour trips (Table 3, *TIA*). The *TIA* demonstrates that the Project would meet the City's General Plan LOS standard with implementation of planned improvements, payment of TUMF, DIF and Traffic Signal Mitigation Fees, and fair share contributions to offsite incremental increased costs for area-wide road and intersection improvements (Ganddini Group 2023).

Some of the vehicle trips generated by the development on the Project site will ultimately connect to the CMP network. While the Project does represent an increase in trips to the CMP network, this increase is not considered cumulatively considerable due to the relatively small percentage increase in regional trips it represents, and all Project-level impacts are mitigated to less than significant levels.

Consistency with Circulation Plans. Table 17-1, *Circulation Element Consistency Analysis*, provides an analysis of the Project relative to the City's Circulation Element goals and policies. The proposed Project is residential in nature so it will directly generate approximately 190 new residents[7] who will be able to take advantage of these non-vehicular transportation options (i.e., sidewalks, bicycle lanes, or transit) as they are available in the future if they so choose. These options can help reduce or be a replacement for commuting. Based on available information, the proposed Project will not conflict with an applicable program, plan, or ordinance on the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the Project will have less than significant impacts in this regard and no mitigation is required.

The analysis and conclusions outlined so far in this sub-section are for operations of the Project at buildout. In addition to operational impacts, the Project will also have short-term, temporary traffic impacts that are not related to any adopted plan or program but should be disclosed in this document for transparency. In terms of construction traffic associated with soil movement, the grading plan indicates that earthwork will require 7,117 cubic yards (CY) of cut, 12,186 CY of fill, and 5,009 CY of import; no soil will be exported from the site. Therefore, there will be no offsite transport of soil onto the site. Potential impacts related to construction traffic will be addressed by **Standard Condition SC-TR-4**.

Table 17-1
Circulation Element Consistency Analysis

Circulation Element Goals and Policies	Project Consistency
Goal C-4: Diversified local transportation options that include neighborhood electric vehicles and golf carts.	**Consistent.** The Project will provide for the option for occupants to use electric vehicles and golf carts.
Policy C-4.1: Encourage the use of neighborhood electric vehicles and golf carts instead of automobiles for local trips.	**Consistent.** The site plan and housing layout would encourage the use of electric vehicles and golf carts.

It should also be noted the Project's discretionary actions include the tentative map and plot plan which will merge or consolidate the 3 parcels into 1 parcel, vacant necessary right-of-way (ROW), and dedicate additional ROW along the road frontages.

To assure that Project impacts on local roads and intersections do not exceed City LOS standards and fair share requirements identified in the Circulation Element, the Project must pay County Transportation Uniform Mitigation Fee (TUMF), City Development Impact Fees (DIF), and the City Traffic Signal Mitigation Fee per **Standard Conditions SC-TR-1 through SC-TR-3**. Compliance with these standard conditions is considered regulatory compliance and not separate mitigation under CEQA.

Summary. Based on this information, the Project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities and the County General Plan. With regulatory compliance, any impacts will be less than significant and no mitigation is required.

[7] 61 units X 3.12 persons/household from U.S. Census Bureau = 190 new residents

b) Less Than Significant Impact. In the fall of 2013, SB 743 was passed by the legislature and signed into law by the governor. SB 743 requires that delay-based metrics such as roadway capacity and Level of Service (LOS) will no longer be the performance measures used for the determination of the transportation impacts of projects in studies conducted under CEQA. Instead, new performance measures such as Vehicle Miles Traveled (VMT) must be used.
To aid in the transition from LOS to VMT, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018)(Technical Advisory). Based on the Technical Advisory, the City of Menifee City Council adopted analytical procedures, screening tools and impact thresholds for VMT, which are documented in the recently updated City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (updated January 2022) (City Guidelines). For the purposes of this VMT evaluation the City Guidelines have been used.

Project Screening. The City Guidelines provides details on appropriate screening criteria that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed project level analysis. To aid in the project-level VMT screening process the City of Menifee utilizes the WRCOG VMT Screening Tool (Screening Tool). The web-based Screening Tool allows a user to select an assessor's parcel to determine if a project's physical location meets one or more of the land use screening thresholds documented in the City Guidelines. Screening criteria is broken into three steps:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

A land use project only needs to meet one of the screening criteria to result in a less than significant impact.

Step 1: TPA Screening

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"[8] or an existing stop along a "high-quality transit corridor"[9]) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Project site is shown not to be located within a TPA so the TPA screening criteria is not met.

[8] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").

[9] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

Step 2: Low VMT Area Screening

The City Guidelines state that "Residential and office projects located within a low VMT-generating area are presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if there is a reasonable expectation that the project will generate VMT per service population that is similar to the existing land uses in the low VMT area." The City uses the WRCOG screening tool to determine low areas of VMT. The screening tool uses the sub-regional RIVCOM model to measure VMT performance within individual traffic analysis zones (TAZ's) within the region. The Project's physical location based on parcel location is identified in the Screening Tool to determine Project TAZ's VMT per capita as compared to the City's impact threshold (i.e., Project generated VMT per capita exceeds the County of Riverside General Plan Buildout VMT per capita). As the Project only contains a single land use, the City Guidelines states that the production/attraction home-based VMT per capita maybe be used to isolate home-based VMT. The parcel containing the proposed Project was selected and the screening tool was evaluated for VMT per capita measure of VMT. Based on the Screening Tool results, the Project is located within a low VMT generating zone. The Project resides within TAZ 1100 and was shown to generate 29.4 VMT per capita whereas the City's impact threshold (i.e., County of Riverside General Plan Buildout VMT per service population) is 33.6 VMT per capita (See Attachment B). Therefore, the **Low VMT Area screening criteria is met**.

Step 3: Project Type Screening

The City Guidelines identify that local serving retail less than 50,000 square feet or other local serving essential services (e.g., local parks, day care centers, public schools, medical/dental office buildings, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. The Project does not intend to develop any local serving retail uses. Additionally, the City Guidelines also indicate that projects generating fewer than 110 daily vehicle trips may be presumed to have a less than significant impact. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021 (3). The proposed Project is anticipated to generate a net total of vehicle trip-ends per day above the 110 daily vehicle trip threshold. The Project Type screening threshold is not met.

Conclusion

The *VMT Memo* found the Project meets the "Low VMT Area Screening" criteria so no further VMT analysis is required. The Project is determined to have a less than significant VMT impact and no mitigation is required.

c) Less Than Significant with Mitigation Incorporated. The Project site is located at the southwest corner of Chambers Avenue and Murrieta Road, both of which are existing roadways and do not represent . The current alignment of Chambers Avenue or Murrieta Road in this area does not represent a hazardous geometric roadway feature.

The site would be accessed by two driveways along Chambers Avenue that would connect to an interior drive aisle running west to east across the Project site. This interior road would connect to private lanes that provide access to groups of approximately four to five residences.

The Project site plan has been reviewed by City Traffic Engineering Staff, and as designed, will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Project driveway intersections and internal circulation are safe. Adequate sight distance has been provided. Driveway widths will accommodate Project traffic, and traffic control devices (stop signs) are provided where necessary for entering and exiting the site. No incompatible uses (e.g., farm equipment) are located in proximity to the Project, although the surrounding vacant lands are regularly disked for weed abatement.

In addition, street improvement plans will be subject to City review and approval which will ensure that Project intersections and internal circulation are safe, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the site.

d) Less Than Significant Impact. The Project site is located at the southwest corner of Chambers Avenue and Murrieta Road. Regional access to the north and south is available via Menifee Road just east of the site and via McCall Boulevard to the I-215 Freeway 1.0 miles to the west.

The proposed Project is required to comply with Fire Department requirements for adequate access. Project site access and circulation will provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department's requirements

The Project has a limited potential to interfere with an emergency response or evacuation plan during construction. Construction work in the streets associated with the Project will be limited to lateral utility connections (i.e., sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). See also Section XX(a) for a discussion related wildfire evacuations and Section IX(f) for a discussion related to emergency evacuation plans. The TCP is designed to mitigate any construction circulation impacts and it is required under **Standard Condition SC-TR-4**. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as it was prior to the proposed Project. Any impacts during construction are considered less than significant.

Standard Conditions and Regulatory Requirements

SC-TR-1 **TUMF Payment.** The Board of Supervisors of the County of Riverside and the Councils of the Cities of Western Riverside County enacted the Transportation Uniform Mitigation Fee (TUMF) to fund the mitigation of cumulative regional transportation impacts resulting from future development. The mitigation fees collected through the TUMF program will be utilized to complete transportation system capital improvements necessary to meet the increased travel demand and to sustain current traffic levels of service.

The fee calculations are based on the proportional allocation of the costs of proposed transportation improvements based on the cumulative transportation system impacts of different types of new development. Fees are directly related to the forecast rate of growth and trip generation characteristics of different categories of new development. Fees shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever comes first. Payment of the TUMF is required and is not considered unique mitigation under CEQA.

SC-TR-2 **DIF Payment.** The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.

SC-TR-3 **Traffic Signal Fee Payment.** The Project applicant shall pay the established Traffic Signal Mitigation Fee (TSMF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first.

SC-TR-4 **Traffic Control Plan.** Prior to any Project construction the Project Applicant shall develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent

	practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.
Mitigation Measures: None required or recommended.	

XVIII. TRIBAL CULTURAL RESOURCES

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

Sources: *General Plan*; Assembly Bill (AB) 52; *Phase I Cultural Resources Assessment*, Jean A. Keller, Ph.D, January 2023;and Public Resources Codes.

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant Impact. According to Public Resources Code (PRC) §21074, are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following:

1. Included or determined to be eligible for inclusion in the California Register of Historical Resources. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

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

The Pechanga Tribe has noted that the Project area is in the heart of their Ancestral territory and noted that it sits near three Traditional Cultural Properties. The Project site has been repeatedly shallowly disturbed over the years, including regular disking for fire protection. This past disturbance did not reveal any shallow buried archaeological resources. A comprehensive pedestrian field survey of the subject property was conducted on September 17, 2022, for the purpose of locating, documenting, and evaluating all existing cultural resources within its boundaries. The pedestrian survey did not identify any existing archaeological resources, however, the Pechanga Tribe and Soboba Tribe highlighted their concerns on the potential of archaeological and Tribal resources being uncovered during the development of the Project. However, in the event that previously unknown archeological materials are uncovered during ground-disturbing activities, **Standard Conditions SC-CUL-1** through **SC-CUL-7** in Threshold V.b, (See Cultural Resources Section) on Cultural Resources shall be implemented to reduce potentially significant impacts to previously undiscovered cultural resources that may be accidentally encountered during Project implementation.

XVIII. TRIBAL CULTURAL RESOURCES

Implementation of these standard conditions will ensure that impacts to tribal cultural resources will be less than significant.

b) Less Than Significant Impact. The Perris Valley has long been a part of the homelands of the Luiseño Indians, a Takic-speaking people whose territory included all of western Riverside County, northwestern San Diego County, and the southern Channel Islands. The name Luiseño derives from Mission San Luis Rey which held jurisdiction over most of the traditional Luiseño territory during the Spanish mission period. Luiseño history, as recorded in traditional songs, tells the creation story from the birth of the first people, the *kaamalam*, to the sickness, death, and cremation of *Wiyoot*, the most powerful and wise one, at Lake Elsinore. According to available research, each Luiseño lineage possessed a permanent base camp or village on the valley floor and another in the mountain regions for acorn collection. Luiseño villages were made up of family members and relatives, where chiefs of the village inherited their rank and each village owned its own land. Villages were usually located in sheltered canyons or near year-round sources of freshwater, always near subsistence resources. The Luiseño population declined rapidly after European contact because of diseases and harsh living conditions at the missions. Today, the nearest Native American groups of Luiseño heritage live on the Soboba, Pechanga, and Pala Indian Reservations.

As outlined above and in Threshold V.b, (See Cultural Resources Section) General Plan goals and policies are in place to preserve and protect archaeological and tribal cultural resources and cultural sites, places, districts, structures, landforms, objects and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations or policies which may be adopted by the City (OCS-5.1). The City also requires development projects to implement a number of Standard Conditions of Approval to protect cultural resources that may be unearthed during excavation/grading.

in the event that archeological materials are uncovered during ground-disturbing activities, Standard Conditions **SC-CUL-1** through **SC-CUL-7** shall be implemented to reduce potentially significant impacts to previously undiscovered archaeological resources that may be accidentally encountered during Project implementation to a less than significant level. **SC-CUL-1** requires non-disclosure of Native American human remains. **SC-CUL-2** pertains to procedures required due to any inadvertent finds during ground disturbance activities. **SC-CUL-3** pertains to procedures for final disposition of inadvertent discoveries requires that the archaeological monitor prepare a final report at the conclusion of archaeological monitoring. **SC-CUL-4** requires that a qualified archaeological monitor be present during all construction activities. **SC-CUL-5** requires the presence of Pechanga Tribal and Soboba Tribal Archaeological monitors during all ground disturbing activities. **SC-CUL-6** requires the procedures for the preparation of a Phase II and Phase IV archaeological report if necessary. **SC-CUL-7** is required to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project implementation.

Please reference the discussion in Thresholds V.b and XVIII.a above. With the implementation of **Standard Conditions SC-CUL-1** through **SC-CUL-7**, the proposed Project would not 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 Cultural Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the Project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR. The bill

makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

AB 52 Notices were sent to the 15 Tribes provided by the Native American Heritage Commission on September 16, 2022:

The following is a summary of correspondence received from the Tribes regarding the current Project:

- Pechanga Cultural Resources determined that the project area is not within their reservation lands, although it is located in the heart of their Ancestral Territory. At this time, they are interested in participating in the project based on their 'Ayélkwish/Traditional Knowledge and its geographic placement. Considering the project's location to nearby Ancestral human remains, to neighboring Traditional Cultural Places, to close-by ceremonial features, and because extensive previously recorded sites are within the project vicinity, the Pechanga Tribe of Indians believes that the possibility for recovering sensitive subsurface resources during ground disturbing activities is high. As such, they request notification once the project begins the entitlement process; copies of all applicable archaeological reports, site records, proposed grading plans, and environmental documents; government-to-government consultation with the Lead Agency; and monitoring by a Riverside County qualified archaeologist and a professional Pechanga Tribal Monitor.

- The Rincon Band of Luiseno Indians determined that the project is located within the Traditional Use Area of the Luiseno people and as such, the Rincon Band is traditionally and cultural affiliated with the project area. After a review of the provided documents and their internal information, the Rincon Band has no information on specific Tribal Cultural Resources (TCRs) or Traditional Cultural Properties (TCPs) within the project area to share. They recommend working closely with the Pechanga Band of Indians as they may have pertinent information to share.

With implementation of the previously agreed to **Standard Conditions SC-CUL-1 through SC-CUL-7**, impacts to tribal cultural resources will be less than significant and no mitigation is required.

Standard Conditions and Regulatory Requirements

SC-CUL-1 (Non-Disclosure of Location Reburials) It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

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

i. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal

representative(s) and the Community Development Director to discuss the significance of the find.

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

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

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

v. If the find is determined to be significant and avoidance of the site has not 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.

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

SC-CUL-3 (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:

b. 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:

iv. 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.

v. 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.

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

SC-CUL-4 (Archeologist Retained) Prior to issuance of a grading permit the Project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

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

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

In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the Project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

d. Project grading and development scheduling;

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

protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; and

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

SC-CUL-5 (Native American Monitoring [Pechanga and Soboba]) Tribal monitor(s) and a Riverside County qualified archaeologist shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseño Mission Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the Project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

SC-CUL-6 (Archeology Report - Phase III and IV) Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

SC-CUL-7 (Human Remains) If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

No cultural resources of prehistoric (Native American) or historical origin were observed within the project site boundaries during the current field survey. In addition, no information has been obtained through Native American consultation that the subject property is culturally or spiritually significant and no Traditional Cultural Properties that currently serve religious or other community practices are known to exist within the project area. During the current cultural resources evaluation, no artifacts or remains were identified or recovered that could be reasonably associated with such practices. Based on this analysis, the Project will not cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources

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Code section 21074, with implementation of **Standard Conditions SC-CUL-1** through **SC-CUL-7**. Impacts will be less than significant and no mitigation is required.
Mitigation Measures: None required or recommended.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Sources: Project Plans (Appendix A); Waber Consultants, Inc, December 2022a (*Hydro Report*, Appendix G1); *Project-Specific Water Quality Management Plan Waber Consultants, Inc.*, December 2022b (*WQMP*, Appendix G2); *Perris Valley Regional Water Reclamation Facility – Fact Sheet*, issued by EMWD, January 2021; Eastern Municipal Water District *2020 Urban Water Management Plan* (*EMWD 2020 UWMP*); Metropolitan Water District *2020 Urban Water Management Plan* (*2020 RUWMP*); *City of Menifee General Plan DEIR, September 2013,* Section 5.9, *Hydrology and Water Quality*, Section 5.17, *Utilities and Service Systems,* Section 5.17.1, *Water Supply and Distribution Systems*, Section 5.17.2, *Wastewater Treatment and Collection*, Section 5.17.3, *Storm Drainage Systems*, Section 5.17.4, *Solid Waste*, and Section 5.17.5, *Other Utilities* (*Electricity, Natural Gas, Telecommunications)*; CalRecycle, SWIS Facility Detail, El Sobrante Landfill (33-AA-0217); El Sobrante Landfill Fact Sheet, issued by Waste Management of California; El Sobrante Landfill Annual Monitoring Report, Jan 1, 2020 through Dec 31, 2021, by USA Waste of CA, Inc.

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant Impact.

Water Service

The Project site, along with the entire City of Menifee, is located within the water service boundary of the Eastern Municipal Water District (EMWD). EMWD is a public water agency formed in 1950 and annexed into the service area of the Metropolitan Water District of Southern California (MWD) in 1951. It is currently one of MWD's 26 member agencies. EMWD presently operates its water supply system under a system permit issued by the California Department of Public Health. EMWD provides potable water, recycled water, and wastewater services to an area of approximately 558 square miles in western Riverside County. EMWD is both a retail and wholesale agency, serving a population of approximately 900,000 people with approximately 160,000 domestic water service accounts, 114 agricultural accounts, 263 sewer service accounts, and 668

recycled water connections. As noted in the *2020 UWMP*, EMWD is located in one of the fastest growing regions in the nation, and with a growing population comes a growing demand for water.

EMWD has four sources of water supply: 1) Potable groundwater; 2) Desalinated and not desalinated groundwater; 3) Recycled water; and 4) Imported raw and potable water from MWD. Additional details with respect to the EMWD water supplies are set forth in Threshold XIX.b. Roughly 75% of EMWD's potable water demand is supplied by imported water from MWD through its Colorado River Aqueduct and connections to the State Water Project. EMWD forecasts that it can provide water for future growth within its service area through imported water from MWD. EMWD procures water from MWD that has been treated at MWD's Skinner Filtration Plant in Winchester and the Mills Filtration Plant in Riverside. In 2020 EMWD obtained 75,000 acre-feet (af) of MWD water treated at MWD filtration plants before delivery, and 16,600 af of raw MWD water treated at EMWD water filtration plants. EMWD has two water filtration plants, one in Hemet and one in San Jacinto, with total existing capacity of 35 million gallons per day .

The Project proposes 61 single-family residential units that will generate 190 new residents. The EMWD website residential water consumption is approximately 55 gallons per person per day. The proposed Project would therefore consume approximately 10,450 gallons per day or 3.8 million gallons per year (approx. 12 af/year). This amount represents 0.03 million gallons per day (mgd) or 0.86 percent of EMWD's daily treatment capacity (35 mgd).

EMWD has an existing 12-inch water main and an existing 10-inch sewer line is located in Chambers Avenue adjacent to the northern site boundary and an 24-inch water main in Murrieta Road adjacent to the eastern site boundary. When installed, the Project will connect to the sewer and water lines in Chambers Avenue. Installation of the on-site water system and addition of the new water meter will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. In addition, the Project will be required to comply with **Standard Conditions SC-USS-1** (Water Connection Fees) **and SC-USS-2** (EMWD Water Efficient Guidelines).

Implementation of the proposed Project would not require, or result in, the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Given the proposed Project's relatively small size, any impacts would be nominally incremental and less than significant and no mitigation is required.

Wastewater/Sewer

The Project site is located within the wastewater/sewer service boundary of the EMWD. The Project site is not currently connected to the EMWD wastewater/sewer system. EMWD's wastewater collection systems include: 1,813 miles of sewer pipelines and five regional water reclamation facilities (RWRF) with interconnections between local collection systems serving each treatment plant. The Perris Valley Regional Water Reclamation Facility (PVRWRF) provides wastewater treatment for a 120-square mile area surrounding Perris, Menifee (inclusive of the Project site), Homeland, Winchester, and beyond. Wastewater from the Project site would be delivered through EMWD sewers to the PVRWRF.

The PVRWRF is EMWD's largest RWRF located on approximately 300 acres just west of Interstate-215 (I-215) and south of Case Road (2.50 miles southwest of the Project site). In March 2014, EMWD completed the seven-year $180 million expansion of the PVRWRF, the largest capital improvement Project in EMWD's 64-year history. The PVRWRF expansion Project increased the previous capacity of the facility from 14 million gallons a day (mgd) to a current capacity of 22 mgd with an ultimate capacity of 100 mgd. The expansion allows EMWD to not only meet the projected demands of anticipated development in the region, but also to meet more stringent environmental requirements for wastewater treatment and recycled water quality. Typical daily flows as of January 2021 are reported at 15.5 mgd.

The Project proposes single-family residential units that will generate 190 new residents. The EMWD website indicates the regional average generation of wastewater is approximately 75 gallons per person per day. The proposed Project would therefore generate approximately 14,250 gallons per day or 5.2 million gallons per year of wastewater. The Project proposes to connect to the EMWD wastewater/sewer system to serve the new units. The Project proposes to connect to the existing EMWD 10-inch sewer main in Chambers Avenue (see Utility Plans, Appendix A). Connections to local sewer mains would involve temporary and less than significant construction impacts that would occur in conjunction with other on-site improvements. In addition, the Project would be required to comply with **Standard Condition SC-USS-3** (Sewer Connection Fees), and **Standard Condition SC-HYD-5** (Wastewater).

Implementation of the proposed Project would not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Any impacts would be less than significant, and no mitigation required.

Stormwater/Drainage

As set forth in Section X.a of this Initial Study (Hydrology and Water Quality), all new development in the City of Menifee is required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES) program, including Waste Discharge Requirements (WDR), and the 2010 Santa Ana Municipal Separate Sewer Permit (MS4) Permit, as enforced by the Santa Ana Regional Water Quality Board (SARWQCB).

The Project site is currently vacant and relatively flat, and it is at grade with adjacent streets, adjoining properties, and the general area. The Project site is relatively flat with an average elevation of 1,460 feet. The Project proposes to construct 61 residential units on the 8.03-acre site. Implementation of the Project includes 61 buildings and associated parking and drive aisles interspersed with open space and landscaping areas. At present, the site is essentially 100% pervious with no improved surfaces. After completion, the proposed Project would cause the Project site surface area to be largely impervious compared to its current pervious condition. As set forth in the *WQMP*, (Appendix G), the Project will have an onsite infiltration basin that will prevent an increase in offsite runoff and protect downstream water quality. Section X provides additional information about hydrology and water quality on the site under existing and post-development conditions.

Pursuant to the City's Municipal Code Section 15.01.015 all construction projects shall apply Best Management Practices (BMPs) to be contained in the Project applicant's submitted Stormwater Pollution Prevention Plan (SWPPP). As discussed above, the requirement to submit a WQMP and drainage study to ensure onsite and offsite drainage is accurately assessed and sufficient infrastructure required for construction of the Project has been met. Reference **Standard Condition SC-HYD-1** (Site Drainage Plan), **Standard Condition SC-HYD-2** (SWPPP), and **Standard Condition SC-HYD-3** (WQMP).

With adherence to the Project-specific *WQMP*, implementation of the proposed Project would not substantially alter the existing drainage pattern of the site or area, nor would it require new or expanded off-site storm drain facilities the construction or relocation of which could cause significant environmental effects. Any impacts would be less than significant, and no mitigation is required.

Electricity

The electrical service provider for the Project site and the greater City of Menifee is Southern California Edison (SCE) which is responsible for providing electricity to the City of Menifee and the greater Riverside County. SCE's power system serves approximately 15 million people in 184 incorporated cities and 15 counties with a service area of approximately 50,000 square miles. SCE's power mix consists of renewable resources, including wind, geothermal, biomass, solar farms and roof installations, and small hydro, natural gas, large hydroelectric facilities, and nuclear. SCE overhead electrical distribution and service lines on wooden poles

are located along the north side of Chambers Avenue and the west side of Murrieta Road adjacent to the Project site.

The Project site is currently vacant and has no onsite electrical service. However, the immediate surrounding area has been or is being developed and so there are electrical service lines in the area. The site would be connected to the existing SCE electrical system. Implementation of the Project would install a new onsite electrical system to accommodate the proposed 61 single-family residential units and supporting infrastructure.

Implementation of the proposed Project would consume additional electricity for building power, lighting, and water conveyance, among other operational requirements, over and above that being consumed in the existing condition. The *Greenhouse Gas and Energy Analysis Memo* estimated the Project would consume approximately 569,694 kilo-Watt/Hours (kWh) of electricity each year (MIG 2023). However, it is noted, the Project has been designed to comply with various federal, state and local energy use regulations including Title 24. Because the Project has been designed to meet all applicable local and state requirements and represents an incremental increase in area wide electrical consumption, the Project would not result in potentially significant environmental effects from wasteful, inefficient, or unnecessary consumption of energy.

Adequate commercial electricity supplies are presently available in Southern California to meet the incremental increase in demand attributed to the Project. The proposed Project would not require new or expanded electric power facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Natural Gas

The natural gas provider for the City of Menifee is the Southern California Gas Company, also known as The Gas Company. There is an existing 8-inch natural gas line in Menifee Boulevard as shown on the Project Plans (Appendix A) to which the Project will connect. The Project will use natural gas for building heating and cooling, cooking and kitchen appliances and water heating. Natural gas is not expected to be used during construction in any significant quantities and is not included in the overall calculation of the Project's natural gas consumption. The *Greenhouse Gas and Energy Analysis Memo* estimated Project occupancy would consume 12,169 Btu cubic feet or 12,169.2 million British Thermal Units (mBtu) of natural gas each year (MIG 2023). Facilities and service are readily available to the Project site. Impacts will be less than significant.

Telecommunications

Telephone service to the Project site and the greater City of Menifee is provided by Verizon a private company that provides connection to the communication system on an as needed basis. As shown on the Project Plans, there is an existing subsurface telephone line and an existing fiber optic line located contiguous to the Project site in Menifee Road. Therefore, no offsite expansion of facilities would be necessary to serve the repurposed Project site development plan. Implementation of the proposed Project would not require new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Any impacts would be less than significant, and no mitigation required.

Summary

Based on the above data and analysis, implementation of the proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant, and no mitigation is required.

b) Less Than Significant Impact. As previously discussed in Threshold XIX.a, the Project site is located within the water service boundary of the EMWD which has an 12-inch water main and an existing 10-inch sewer line is located in Chambers Avenue adjacent to the northern site boundary and an 12-inch water main

in Murrieta Road adjacent to the eastern site boundary. The Project will connect to these existing lines and no additional off-site water infrastructure is anticipated in conjunction with the Project site development, as proposed.

The proposed Project would consume approximately 10,450 gallons per day or 3.8 million gallons per year (approx. 12 af/year). EMWD provides water service to the City of Menifee and must prepare an Urban Water Management Plan (UWMP) every five years which identifies historical and projected water usage and existing and future water supply sources, describes purveyors' demand management programs. The UWMP sets forth a program to meet water demands during normal, dry, and multiple dry years. The consumption estimates of the UWMP are based on adopted land use plans at the time the serving agency prepares its plan. In this case, the proposed Project is consistent with the adopted land use plan for Wildomar that is part of the current UWMP. Therefore, the Project would be consistent with the consumption estimates and projections of the UWMP.

The EMWD water supply/demand analysis within its service area is set forth in the *EMWD 2020 UWMP* which assesses the District's ability to satisfy demands during three (3) hydrologic scenarios, including: 1) a normal water year, 2) single-dry water year, and 3) multiple-dry water years. The supply-demand balance for each of the hydrologic scenarios within the EMWD service area was projected for the 25-year planning period 2020 to 2045. Based on the analysis and conclusions set forth in the *EMWD 2020 UWMP* (Sec 7.6 *Supply and Demand Assessment*), EMWD will be able to meet 100% of its demand under all three hydrologic scenarios through the year 2045. Reference **Standard Condition SC-USS-1** (Water Connection Fees) and **Standard Condition SC-USS-2** (EMWD Water Efficient Guidelines).

Therefore, sufficient water supplies are available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant, and no mitigation is required.

c) Less Than Significant Impact. As previously discussed in Threshold XIX.a, the Project site is located within the wastewater/sewer service district boundary of the EMWD. The Project proposes to connect to the EMWD sewer system in Chambers Avenue as shown on the Project Plans. Wastewater from the Project site would be delivered through EMWD sewer lines to EMWD's Perris Valley Regional Water Reclamation Facility (PVRWRF) located on approximately 300 acres just west of Interstate-215 (I-215) and south of Case Road (±2.75 miles west/northwest of the Project site. It is noted, the PVRWRF underwent a seven-year $180 million expansion that was completed in March 2014 which increased the previous capacity of the facility from 14 million gallons per day (14 mgd) to a current capacity of 22 mgd and an ultimate capacity of 100 mgd. Further specifics are summarized in Threshold XIX.a. Typical daily flows as of 2020 were reported at 13.8 mgd which indicates the facility is operating at approximately 63% of its current 22 mgd capacity.

Sufficient wastewater treatment capacity is available to serve the Project from existing resources. As the existing wastewater treatment provider, EMWD has adequate capacity to serve the Project's projected demand in addition to serving its existing commitments. Connections to local sewer mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. With the implementation of **Standard Condition SC-USS-3** (Sewer Connection Fees), and **Standard Condition SC-HYD-5** (Wastewater) impacts would be less than significant, and no mitigation is required.

d) Less Than Significant Impact. Municipal waste collection services in the City of Menifee, inclusive of the proposed Project, is provided by Waste Management, Inc. The Riverside County Department of Waste Services (RCDWS) is responsible for the efficient and effective landfill disposal of non-hazardous county waste. To accomplish this, the RCDWS operates five active landfills and administers a contract agreement for waste disposal at the privately owned and operated Waste Management, Inc. El Sobrante Landfill. The Department also oversees several privately owned and operated transfer station leases, as well as a number of recycling and other special waste diversion programs.

As set forth in the City of Menifee General Plan DEIR, more than 99% of the solid waste generated within the City is deposited in two landfills - the El Sobrante Landfill in unincorporated Riverside County south of the City of Corona and the Badlands Sanitary Landfill near the City of Moreno Valley. The El Sobrante Landfill is significantly larger than the Badlands Landfill in terms of size and capacity. A summary of these two landfill facilities is included in **Table 19-1, *Landfills Serving Menifee***.

Table 19-1
Landfills Serving Menifee

Landfill	Location	Permitted Throughput Capacity (Tons/Day)	Maximum Permitted Capacity [Cubic Yards]	Remaining Capacity, Cubic Yards [Year]	Estimated Closing Date
Badlands Sanitary	Moreno Valley	5,000	82,300,000	7,800,000 [December 2020]	2059
El Sobrante	Corona	00	6,003,343	3,271,203 [July 2022]	2052

Source: Riverside County Department of Waste Resources, CalRecyele Solid Waste Information System (SWIS)

The Badlands Landfill is located 16.50 miles northeast and the El Sobrante Landfill is located 15.75 miles northwest of the Project site, respectively.

The City of Menifee evaluates solid waste generation for proposed development projects based on a per capita generation rate. As set forth in the City's GPEIR, Residential Land Uses (includes both single-family and multi-family projects) generate 10 pounds per unit per day. The Project proposes 61 single-family residential units which would be expected to generate approximately 610 pounds per day of waste which equals 0.31 tons per day or 113 tons per year.

Individual development projects within the City of Menifee are required to comply with applicable State and local regulations reducing landfill waste by at least 50 percent., The amount of solid waste generated by the Project represents a nominal amount of the solid waste disposed at the Badlands Landfill and El Sobrante Landfill.

Therefore, development of the Project site, as proposed, would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant, and no mitigation is required.

e) Less Than Significant Impact. All land uses within the City of Menifee that generate waste are required to coordinate with the City's contracted waste hauler (Waste Management, Inc.) to collect solid waste on a common schedule as established in applicable local, regional, and state programs. Additionally, all development within the City of Menifee is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (CalRecycle), Title 6 of the City Municipal Code, County Ordinance 657 (by adoption), and other local, state, and federal solid waste disposal standards.

The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state diversion goal of 50% by and after the year 2000. The purpose of AB 939 is to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible."

XIX. UTILITIES AND SERVICE SYSTEMS

All solid waste disposals within the City of Menifee are subject to the requirements set forth in *Title 6, Health and Sanitation*, Chapter 6.10 Illegal Dumping, and *Riverside County Ordinance 745.3, Solid Waste Collection* (by adoption) as provided in the Municipal Code. Ordinance 745.3 provides integrated waste management guidelines for service, prohibitions, and provisions of service. The provisions of service require that the City of Menifee shall provide for or furnish integrated waste management services relating to the collection, transfer, and disposal of refuse, recyclables, and compostables within and throughout the city.

The Project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939, Title 6 of the City Municipal Code, County Ordinance 657 (by adoption), and other applicable local, state, and federal solid waste disposal standards as a matter of regulatory policy, thereby ensuring that the solid waste stream to the waste disposal facilities is reduced in accordance with existing regulations.

In addition, the Project would be required to comply with the provisions of Senate Bill (SB) 1383 that requires the City to adopt and implement programs to divert organic waste from landfills. SB 1383 requires 20 percent of edible food be recovered that would otherwise be landfilled.

The proposed Project is required to comply with all applicable federal, state, and local management and reduction statutes and regulations related to solid waste as a standard Project condition of approval. Reference **Standard Condition SC-USS-4** (Solid Waste). Impacts will be less than significant, and no mitigation required.

Standard Conditions and Regulatory Requirements

SC-USS-1 **Water Connection Fees.** Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable water connection fees to EMWD.

SC-USS-2 **EMWD Water Efficient Guidelines.** The Project will be required to comply with shall be required to comply with the EMWD Water Efficient Guidelines for New Development which are in effect at the time of building permit issuance.

SC-USS-3 **Sewer Connection Fees.** Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable sewer connection fees to EMWD.

SC-USS-4 **Solid Waste.** The Project applicant shall comply with the requirements of AB 939 ("California Integrated Waste Management Act of 1989"), which requires waste diversion mandates. During construction and operation, the applicant shall achieve diversion of 50% of all solid waste through source reduction, recycling, and composting activities.

SC-HYD-1 **Site Drainage Plan.** A site drainage plan is required by the City of Menifee and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review.

SC-HYD-2 **SWPPP.** Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-3 **WQMP.** The Project proponent has submitted a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site

	stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.
SC-HYD-5	**Wastewater.** All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant.
Mitigation Measures: None required or recommended.	

XX. WILDFIRE

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

Sources: *General Plan Safety Element, Exhibit S-2*; *GPEIR* (Chapter 5.8, *Hazards and Hazardous Materials)*; City of Menifee Municipal Code; California Fire Code; *2022 Local Hazard Mitigation Plan*, City of Menifee, adopted March 2023; and Figure 2, *Aerial Photograph*, provided in Section I of this Initial Study.

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant Impact. The proposed Project site is located within a fire hazard severity zone (State Responsibility Area) and the western half of the site is classified as a high and the eastern half is classified as a moderate fire hazard severity zone. There are no wildland conditions in the suburbanizing area directly adjacent to the Project site.

The General Plan Safety Element designates Murrieta Road is an Evacuation Route; Chambers avenue is not a designated Evacuation Route. A limited potential exists to interfere with an emergency wildfire response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., water or sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). Reference **Standard Condition SC-TR-4**. The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project. See Hazards and Hazardous Materials subsection (f).

All onsite Project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed Project is required to comply with the California Fire Code as adopted by the Menifee Municipal Code.

The Project will not substantially impair an adopted emergency response plan or emergency evacuation plan. Impacts will be less than significant and no mitigation is required.

b) Less Than Significant Impact. The proposed Project site is not located within a Very High Fire Hazard Severity Zone (State Responsibility Area) although the western half of the site is classified as a High Fire Hazard Severity Zone and the eastern half is classified as a Moderate Fire Hazard Severity Zone The 2022 Local Hazard Mitigation Plan does not identify the site as subject to wildfires. However, the project site is not located within a wildland urban interface zone or a wildfire intermix zone. Neither the project site not adjacent areas have been the subject of an Historical Wildland Fire area.

The project will be required to comply with the City's Municipal Code and the 2022 California Fire Code. Reference **Standard Condition SC-HHM-1**. Based on this information, the Project would not, 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. Impacts would be less than significant and no mitigation is required.

c) No Impact. The proposed Project site is not located within a Very High Fire Hazard Severity Zone (State Responsibility Area) although the western half of the site is classified as a High Fire Hazard Severity Zone and the eastern half is classified as a Moderate Fire Hazard Severity Zone. The 2022 Local Hazard Mitigation Plan does not identify the site as subject to wildfires. The project site is not located within a wildland urban interface zone or a wildfire intermix zone.

The Project does not include and or require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) in any wildland areas that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The Project site is currently vacant and the planned development will remove any potential fire risk from weedy vegetation and install fire protection infrastructure such as fire hydrants, water lines, and roadways which will reduce overall fire risk for the site as well as the surrounding area. All infrastructure will be installed in accordance with the respective jurisdiction requirements. None of these improvements will exacerbate fire risk or result in temporary or ongoing impacts to the environment. There will be no impacts and no mitigation is required.

d) Less Than Significant Impact. The proposed Project site is not located within a Very High Fire Hazard Severity Zone (State Responsibility Area) although the western half of the site is classified as a High Fire Hazard Severity Zone and the eastern half is classified as a Moderate Fire Hazard Severity Zone. The project site is not located within a wildland urban interface zone or within a wildfire intermix zone. The 2022 Local Hazard Mitigation Plan does not identify the site as subject to wildfires.

The project site is relatively flat with an average elevation of 1,460 feet AMSL. There are no steep slopes or water sources within a one-quarter mile radius of the Project site that could contribute to downslope flooding, erosion, or contamination. Moreover, existing residential development is located adjacent to the western site boundary that provides a de facto buffer from the hills to the west of the site that would prevent mudflows or downstream flooding from reaching the site, should they occur.

The project will be required to comply with the City's Municipal Code and the 2022 California Fire Code. Reference **Standard Condition SC-HHM-1.** Based on this information, the Project would not 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 impacts will occur.

Standard Conditions and Regulatory Requirements (SC-TR-4 from the Traffic Section – see below)

SC-TR-4 Prior to any Project construction, the Project Applicant shall develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.

XX. WILDFIRE

SC-HHM-1	Prior to any project construction, the Project Applicant shall comply with the applicable provisions of Chapter 8.20 of the City's Fire Code to the satisfaction of the Riverside County Fire Chief. In general, the City Fire Code would implement Chapter 7 of the 2022 California Fire Code and address fire equipment vehicular access, motorized gates, protection of water supplies, fire hydrants and outlets, and automatic sprinkler systems.
Mitigation Measures:	None required or recommended.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

Sources: See individual analysis sections for relevant sources and Section XXIII below and the Environmental Factors Potentially Affected checklist.

Applicable General Plan Policies: See individual analysis sections for relevant goals and policies.

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant with Mitigation Incorporated. The proposed Project will not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 1 (Aesthetics) and will not result in excessive light or glare with implementation of **Standard Condition SC-AES-1** for dark skies. The environmental analysis provided in Section 3 (Air Quality) concludes that impacts related to emissions of criteria pollutants and other air quality impacts will be less than significant with incorporation of **Standard Conditions SC-AQ-1** and **SC-AQ-2** regarding regulatory compliance for construction equipment emissions and dust, respectively.

The Project site is currently vacant with no improvements, trees, or natural vegetation present. **Standard Conditions SC-BIO-1** and **SC-BIO-2** require payment of the MSHCP fee and payment of the SKR impact fee. In addition, **Mitigation Measure MM-BIO-1** will protect burrowing owl and nesting birds if present, so that any impacts to biological resources will be reduced to less than significant levels. Regulatory Requirement **RR-BIO-1** requires**,** prior to any site clearing activities, the Brazilian pepper tree shall be measured and evaluated for health to determine compliance options with Menifee Municipal Code Section 9.200.030(B).

Adverse impacts to historic, paleontological resources, or human remains will not occur with implementation of construction-phase procedures to address any important archaeological resources are discovered during grading (**Standard Conditions SC-CUL-1** through **SC-CUL-7)**. The Project site is not known to have any association with an important example of California's history or prehistory. Paleontological impacts are addressed by **Standard Condition SC-GEO-3**.

Section 7 (Greenhouse Gas Emissions) concludes that impacts related to climate change will be less than significant with Standard Condition **SC-GHG-1** incorporated. Section 9 (Hydrology/Water Quality) concludes that impacts related hydrology and water quality will be less than significant with implementation of **Standard Conditions SC-HYD-1** through **SC-HYD-3** and **SC-HYD-5** which included preparation of a SWPPP and a WQMP.

Based on the preceding analysis of potential impacts in the responses to items 1 through 18, no evidence is presented that this Project will degrade the quality of the environment. The City hereby finds that impacts related to degradation of the environment and cultural resources will be less than significant with implementation of the recommended standard conditions and mitigation measures.

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

Section 15130(b)(1) of the CEQA Guidelines identifies two methods to determine the scope of related projects for cumulative impact analysis:

- *List-of-Projects Method:* a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.
- *Summary-of-Projections Method:* a summary of projections contained in an adopted general plan or related planning document or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency. The proposed Project is consistent with the City of Menifee General Plan, AQMP, and the CMP. Therefore, cumulative impacts will be less than significant.

No Impacts

The analysis found the following:

- No Impacts to agricultural, forest, or mineral resources as these resources do not exist on the site.
- Less than Significant Impacts with no mitigation for the following topics: Aesthetics; Air Quality; Cultural Resources; Energy; Geology and Soils;; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use Planning; Public Services; Recreation, Tribal Cultural Resources; Utilities and Service Systems; and, Wildfire.

These impacts clearly have very limited or no onsite impacts and no offsite impacts and so would make little or no contribution to any potential cumulative impacts and no mitigation is required.

Less than Significant Impacts with Mitigation

The analysis found the following:

- Less than Significant Impacts would occur to Biological Resources and Noise.

These impacts have the potential for measurable impacts both on and off the site, and some may extend into the surrounding area including the region (e.g., air pollutant and GHG emissions). However, the analysis

demonstrates these impacts can be reduced to less than significant levels through the implementation mitigation measures. These measures will help assure that not only project-level impacts are less than significant but that they will also not make any significant contributions to cumulatively considerable regional impacts.

Based on the above analysis concerning the local, regional, and global impacts of the Project in consideration of past, current, and future projects, the City hereby finds that the contribution of the proposed Project to cumulative impacts will be less than significant with project-level mitigation incorporated.

c) Less Than Significant with Mitigation Incorporated. Based on the analysis of the Project's impacts in the responses to items 1 through 18, there is no indication that this Project will result in substantial adverse effects on human beings with implementation of the recommended standard conditions of approval and mitigation measures. Long-term effects include increased vehicular traffic, traffic-related noise, and greenhouse gas emissions. The analysis herein concludes that direct and indirect environmental impacts will at worst require reduction through the implementation of the recommended mitigation measures to reduce them to less than significant levels.

Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings will be less than significant with mitigation incorporated.

Mitigation Measures: See measures listed in individual analysis sections.

XXII. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D).

- City of Menifee General Plan Environmental Impact Report (EIR) 2013, evaluated cumulative impacts from development consistent with the proposed General Plan land use designations and elements.

XXII. SUMMARY OF MITIGATION MEASURES

Biological Resources

MM-BIO-1 **Burrowing Owl Survey.** Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS) prior to Project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The nests and buffer zones shall be field-checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

MM-NOI-1 **Reduce Potential Project Construction Noise Levels.** To reduce potential noise levels from Project construction activities, the Applicant shall:

1) Notify Residential Land Uses of Planned Construction Activities. This notice shall be provided at least two (2) weeks prior to the start of any construction activities, describe the noise control measures to be implemented by the Project, and include the name and phone number of the designated contact for the Applicant/Project representative and the City of Menifee responsible for handling construction-related noise complaints (per action #5 below). This notice shall be provided to the owner/occupants of residential dwelling units that border the Project site to the west and north of the Project site (i.e., along Chambers Avenue and Connie Lane).

2) Restrict Work Hours: All construction-related work activities, including material deliveries, shall be subject to the requirements of City Municipal Code Section 8.01.010. Construction activities, including deliveries, shall occur only during the hours of 6:30 AM to 7:00 PM Monday to Saturday and shall not occur at any time on Sundays and holidays. The Applicant/Project representative and/or its contractor shall post a sign at all entrances to the construction site informing contractors, subcontractors, other workers, etc. of this requirement.

3) Construction Equipment Selection, Use, and Noise Control Measures: The following measures shall apply to construction equipment used at the Project site:

a. Contractors shall use the smallest size equipment capable of safely completing work activities.

b. Construction staging shall occur as far away from residential land uses as possible given site and active work constraints.

c. Electric hook-ups shall be provided for stationary equipment (e.g., pumps, compressors, welding sets). This measure shall be subject to the approval of the local electric utility. If electric service is denied, the Applicant shall ensure actions 3a, 3b, and 3d are implemented.

d. All stationary noise generating equipment shall be shielded and located as far as possible from residential land uses given site and active work constraints. Shielding may consist of a three-or four-sided enclosure provided the structure/enclosure breaks the line of sight between the equipment and the receptor and provides for proper ventilation and equipment operation.

e. Heavy equipment engines shall be equipped with standard noise suppression devices such as mufflers, engine covers, and engine/mechanical isolators, mounts, and be maintained in accordance with manufacturer's recommendations during active construction activities.

f. Pneumatic tools shall include a suppression device on the compressed air exhaust.

g. No radios or other amplified sound devices shall be audible beyond the property line of the construction site.

4) Install Construction Noise Barrier: The following measures shall apply to Project construction activities:

a. Site Preparation, Grading, and Foundation/Building Construction Work: During all site preparation, grading, and structural work activities, a physical noise barrier shall be installed and maintained along the western site perimeter of the Project site to the maximum extent feasible given site constraints and access requirements. The noise barrier shall extend to a height of six (6) feet above grade. Potential barrier options capable of reducing construction noise levels could include, but are not limited to:

i. A plywood or other barrier installed at-grade (or mounted to structures located at-grade, such as a K-Rail), and consisting of a solid material (i.e., free of openings or gaps other than weep holes) that has a minimum rated transmission loss value of 20 dB.

ii. Commercially available acoustic panels or other products such as acoustic barrier blankets that have a minimum sound transmission class (STC) or transmission loss value of 20 dB.

iii. Any combination of noise barriers and commercial products capable of achieving required construction noise reductions during site preparation, grading, and structural work activities.

iv. The noise barrier may be removed following the completion of the structural work on the Project's eight (8) western-most units (i.e., once framing and typical vertical building construction is complete, provided no other grading, foundation, etc. work is still occurring in the western cul-de-sac).

5) Prepare a Construction Noise Complaint Plan: The Applicant shall prepare a Construction Noise Complaint Plan that:

a. Identifies the name and/or title and contact information (including phone number and email) for a designated Project and City representative responsible for addressing construction-related noise issues.

b. Includes procedures describing how the designated Project representative will receive, respond, and resolve construction noise complaints.

c. At a minimum, upon receipt of a noise complaint, the Project representative shall notify the City contact, identify the noise source generating the complaint, determine the cause of the complaint, and take steps to resolve the complaint.

XXIII. REFERENCES

Paleontological Resources Assessment, BFSA Environmental Services

California, State of
CalRecycle, SWIS Facility Detail, El Sobrante Landfill (33-AA-0217); El Sobrante Landfill Fact Sheet, issued by Waste Management of California; El Sobrante Landfill Annual Monitoring Report, Jan 1, 2020 through Dec 31, 2021, by USA Waste of CA, Inc.

California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP), Important Farmland Finder Website https://maps.conservation.ca.gov/DLRP/CIFF

California Department of Transportation. EMFAC Software.
http://www.dot.ca.gov/hq/env/air/pages/emfac.htm

Department of Finance Population Estimates

Department of Toxic Substances Control (DTSC), EnviroStor website

Department of Water Resources (DWR) Adjudicated Areas Map website

Public Resources Code Section 12220(g)

Public Resources Code Section 21099

State Cortese List website

State Water Resources Control Board (SWRCB), Geotracker website

Title 24, Part 6, of the California Code of Regulations. California's Energy Efficiency Standards for Residential and Nonresidential Buildings. http://www.energy.ca.gov/title24/

City of Menifee
General Plan (2013)
Open Space and Conservation Element (OSCE)
Community Design Element (CDE)
2022 Local Hazard Mitigation Plan, City of Menifee, adopted March 2023

General Plan Environmental Impact (GPEIR 2013)
Chapter 5.4, Biological Resources
Chapter 5.6, Geology and Soils
Chapter 5.8, Hazards and Hazardous Materials
Chapter 5.9, Hydrology and Water Quality
Chapter 5.13, Population and Housing
Chapter 5.14, Public Services
Chapter 5.16, Recreation
Chapter 5.17, Utilities and Service Systems
Chapter 7.17 – Transportation and Traffic

Municipal Code:
Chapter 4.2, Floodplain Management for Noncoastal Communities

Chapter 8.20 (Fire Code)
Chapter 15.01, Storm Water/Urban Runoff
Section 9.215.060(C)
Section 9.200.030, Tree Preservation Regulations
Sections 9.55 and 9.56; and Development Impact Fees per Resolution No. 22-1264.

Resolution No. 22-1264 (Development Impact Fees)

Ordinance No. 458 (An Ordinance of the County of Riverside Regulating Special Flood Hazard Areas and Implementing the National Flood Insurance Program, adopted by the City of Menifee)

Zoning Map

County of Riverside
Airport Land Use Commission (RCALUC) website

Development Impact Fees per Resolution No. 22-1264; Ordinance No. 2009-62 "Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance of 2009"

Western Riverside County Multiple Species Habitat Conservation Plan Website, Interactive Maps

Eastern Municipal Water District
Eastern Municipal Water District (EMWD) website
Perris Valley Regional Water Reclamation Facility – Fact Sheet, issued by EMWD, 10-2016
Urban Water Management Plan, 2020

Google
Google Earth Website 2023

Jennings Environmental, LLC
Biological Resources Assessment, Jurisdictional Delineation, and MSCHP Consistency Analysis

Menifee Union School District website

Metropolitan Water District, Urban Water Management Plan, 2020

MIG, Inc.
Air Quality and Health Risk Assessment Report
Greenhouse Gas and Emissions and Energy Analysis
Noise and Vibration Analysis
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