

NOVEMBER 2023

DEV2022-023 CORONADO CONDOS PROJECT

DRAFT INITIAL STUDY/MITIGATED
NEGATIVE DECLARATION

PREPARED FOR



PREPARED BY

Michael Baker
INTERNATIONAL

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DRAFT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

DEV2022-023

Coronado Condos Project

Lead Agency:

CITY OF MENIFEE
COMMUNITY DEVELOPMENT DEPARTMENT
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November 2023

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1.0 Introduction

The DEV2022-023 Coronado Condos Project (herein referenced as the “project”) proposes the construction of a 73-unit detached condominium community on an approximately 9.1 acre site located south of Thornton Avenue, east of Upper Crest Drive, north of Esther Lane, and west of Murrieta Road (Assessor Parcel Numbers [APNs] 335-440-001 and 335-440-035). Refer to [Section 2.0, *Project Description*](#) for more detail. Following a preliminary review of the proposed project, the City of Menifee (City) has determined that it is subject to the guidelines and statutes of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 Statutory Authority and Requirements

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

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

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

1.2 Purpose

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

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

- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 Consultation

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

1.4 Incorporation by Reference

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

- City of Menifee General Plan (adopted December 18, 2013). The *City of Menifee General Plan* (General Plan) includes forecasts of long-term conditions and outlines development goals and policies. It guides growth and development within the City by designating land uses in the proposed land use map and through implementation of the goals and policies of the General Plan. It also provides a long-term vision for the City, and through its implementation goals and policies, indicate how that vision may be achieved over time. The General Plan includes the following elements: Land Use; Housing; Circulation; Open Space and Recreation; Community Design; Economic Development; Safety; and Noise. The Housing Element was last updated and integrated into the General Plan on December 15, 2021. The Land Use Element and Safety Element were last updated and integrated into the General Plan in January 2022. All development projects, including subdivisions, public works, redevelopment projects, zoning decisions, and other various implementation tools must be consistent with the General Plan.
- City of Menifee General Plan Environmental Impact Report (adopted December 18, 2013). The *City of Menifee General Plan Environmental Impact Report* (General Plan EIR) is intended to provide decision-makers and the public with information concerning the environmental effects of implementation of the General Plan. The General Plan EIR includes background data, analyzes potential environmental impacts, identifies General Plan policies and implementation plans that serve as mitigation, and identifies additional mitigation measures to reduce potentially significant effects due to implementation of the General Plan. The General Plan EIR determined that General Plan implementation would result in significant unavoidable environmental impacts in the following topic areas: Agricultural Resources, Air Quality, Greenhouse Gas Emissions, Noise, Transportation and Traffic. Since certification of the General Plan EIR, the City has prepared three addendums to the General Plan EIR to address minor, non-substantive revisions and clarifications to the General Plan. The most recent Addendum to the General Plan EIR was adopted by Resolution No. 20-901 on May 20, 2020.

It is also noted that on December 15, 2021, the City Council adopted Resolution No. 21-1110 adopting the Final Programmatic Environmental Impact Report for the Housing Element Update Project (Housing Update EIR) (State Clearinghouse No. 2022010031). The Housing Update EIR included data and analysis of potential long-term, short-term, and cumulative environmental impacts related to updates being made to the General Plan’s Housing, Safety and Land Use elements as well as a new Environmental Justice element. The Housing Update EIR concluded that the project would not directly result in significant adverse environmental impacts and that all impacts would be less than significant or reduced to a level of less than significant through mitigation.

- Menifee Municipal Code (current through Ordinance 2023-381, passed August 2, 2023). The *Menifee Municipal Code* (Municipal Code) provides regulations for governmental operations, development, infrastructure, public health and safety, and business operations within the City. Municipal Code Title 9, *Planning and Zoning* (Zoning Ordinance), is established to promote the public health, safety, peace, comfort, convenience, prosperity, and welfare of the City and its inhabitants. The Zoning Ordinance regulates the use of buildings, structures, and land for residential, commercial, industrial, and institutional purposes; regulates location, height, bulk, and area covered by buildings and structures; and controls lot size, yards, intensity of land use, signs, and off-street parking. In addition, Menifee Municipal Code Title 7, *Subdivisions*, grants the City legal authority to review the design and improvement of subdivisions, the processing of any proposed division, consolidation, and/or reconfiguration of land within the City.

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2.0 Project Description

2.1 Project Location

The City is located in the southwestern portion of the County of Riverside, within the Inland Empire region; refer to Exhibit 1, Regional Vicinity. Interstate 215 (I-215) bisects the City in a north-south orientation, and Newport Road traverses the City's central extent in an east-west orientation. The project site is approximately 9.1 acres and is located in the northwestern portion of the City at Assessor Parcel Numbers (APNs) 335-440-001 and 335-440-035; refer to Exhibit 2, Site Vicinity. Specifically, the project site is located south of Thornton Avenue, east of Upper Crest Drive, north of Esther Lane, and west of Murrieta Road. Regional access to the project site is provided via I-215. Local access is provided via Thornton Avenue.

2.2 Environmental Setting

The project site is an undeveloped parcel characterized by disturbed land cover that is dominated by ruderal/weedy, low-growing plant species. Natural vegetation communities have been eliminated due to routine weed abatement activities (such as disking and tilling). The Hillman Street Storm Drain (HSSD) facility/outlet is maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD) and discharges to an existing earthen flood control channel in the southwest portion of the project site. The project site is relatively flat and on-site surface elevations within the project site range from approximately 1,445 to 1,460 feet above mean sea level. The site generally slopes to the southeast.

General Plan Land Use Designation and Zoning

The project site has a General Plan land use designation of 5.1-8 dwelling units per acre (du/ac) Residential (5.1-8 R), which allows single-family attached and detached development. The site has a zoning designation of Low Medium Density Residential (LMDR), which also allows single-family attached and detached development (5.1-8 du/ac). Project density is 8.0 du/ac, which is within the allowable density range of 5.1-8 du/ac for the site. As such, the proposed project is consistent with the existing General Plan land use designation and zoning.

Surrounding Land Uses

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

- North: Thornton Avenue and single-family residential development bound the site to the north. This area is designated 2.1-5 du/ac Residential (2.1-5 R) and zoned Low Density Residential-2 (LDR-2).
- East: Vacant land and commercial development bounds the site to the east. This area is designated Commercial Retail (CR) and zoned Commercial Retail (CR).
- South: Esther Lane, vacant land, and single-family residential uses bound the site to the south. This area is designated 5.1-8 R Residential and is zoned Low Medium Density Residential (LMDR).
- West: Single-family residential development bounds the site to the west. This area is designated 5.1-8 R Residential and is zoned Low Medium Density Residential (LMDR).

2.3 Project Characteristics

Development Concept

The proposed project consists of the development of 73 one- and two-story multi-family condominium units on an approximately 9.1-acre site; refer to Exhibit 3, Conceptual Site Plan. The density of the project would be 8.0 du/ac, which is within the allowable density range of 5.1-8 du/ac for land with the Low Medium Density Residential zoning designation. Interior livable space would consist of 2, 3, and 4-bedroom units ranging from approximately 1,292 square feet to 1,840 square feet. The maximum building height of the residences would be approximately 40 feet. 236 parking spaces would be provided for residents and guests, inclusive of 146 garage spaces, 78 driveway spaces, and 12 off-street spaces. Amenities within the development would include an approximately 71,601-square-foot common open space area inclusive of a dog park, tot lot and bench seating. In addition, the project would provide approximately 100,881 square feet of private open space.

Additional improvements include installation of a stormwater infiltration basin in the central portion of the project site. Sidewalk, curb, and gutter would be installed along the project's frontages at Thornton Avenue and Esther Lane. A Class III bike lane is proposed on Thornton Avenue, fronting the project site.

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

Site Access

Access to the site would be provided via two entry points: one from Thornton Avenue and one from Esther Lane. Access and circulation improvements would be designed and constructed consistent with City design and engineering standards; refer to Exhibit 3.

Landscaping

Ornamental water-efficient landscaping would be installed throughout the site. A conceptual landscape plan was developed for the project in accordance with the requirements of the Menifee Municipal Code Title 9, *Planning and Zoning*, Chapter 9.195.040, *Landscape Requirements*. Planting materials would include a mix of trees, shrubs, vines, groundcover, and turf. The total size of landscaped areas would be approximately 3.33 acres or approximately 34.5 percent of the site.

Utilities and Services

The following utilities and services would serve the site:

- Water. The proposed development would be served by Eastern Municipal Water District (EMWD) for domestic (drinking) water supply services.
- Sewer. EMWD provides wastewater/sanitary sewer service to the project area.
- Stormwater Drainage. Open drainage channels and underground storm drains larger than 36 inches diameter are operated and maintained by the RCFCWCD; smaller underground storm drains are operated and maintained by the City of Menifee Public Works Department. The site has an existing RCFCWCD facility that outlets onto the property. The flows from the existing storm drain then travel in an easterly direction via an

earthen swale. The project would reroute the existing RCFCWCD drainage facility such that flows enter the proposed drainage inlets and subsurface storm drain system to be conveyed south to Esther Lane, eventually flowing to Murrieta Road.

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

2.4 Phasing/Construction

Project construction would occur as a single phase and the construction duration is anticipated to occur for approximately 25 months, from June 2024 through February 2025. The earthwork volumes are estimated at approximately 13,800 cubic yards of cut and 12,200 cubic yards of fill dirt, resulting in approximately 1,600 cubic yards of export soil.

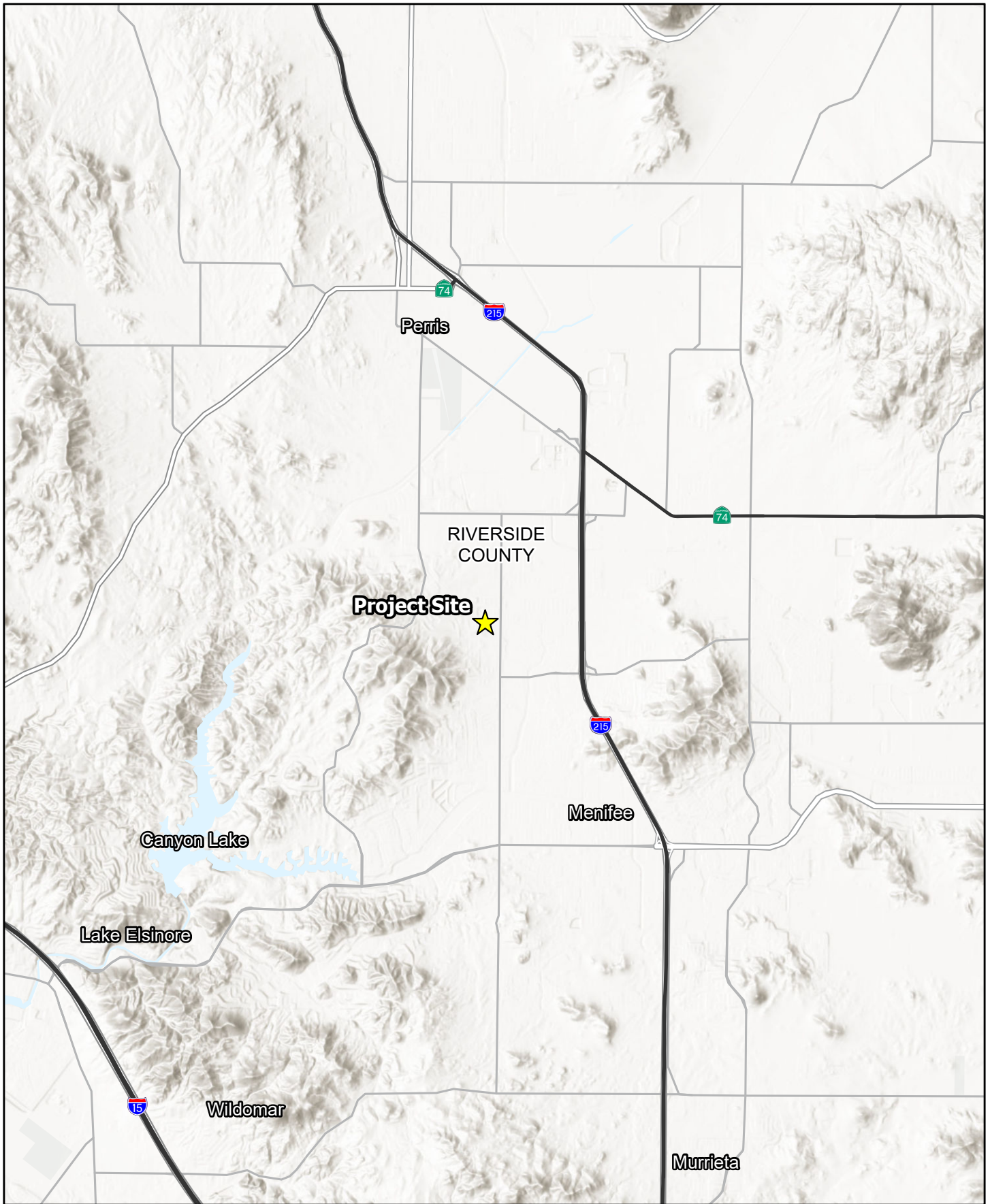
2.5 Agreements, Permits, and Approvals

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

- CEQA Clearance;
- Tentative Tract Map;
- Major Plot Plan;
- Stormwater management and associated permitting consistent with the provisions of the RCFCWCD; and
- National Pollutant Discharge Elimination System (NPDES) Permit under the Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB).
- Determination of Biologically Equivalent or Superior Preservation under the California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS)
- Section 404 Nationwide Permit from the United States Army Corps of Engineers (USACE)
- Section 401 Water Quality Certification Permit and Section 1602 Streambed Alteration Agreement (SAA) from CDFW

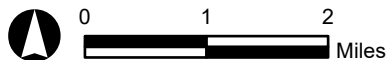
Other anticipated permits include a grading permit, building permit, and encroachment permit.

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DEV2022-023 CORONADO CONDOS PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

Michael Baker
INTERNATIONAL



Source: ESRI, Michael Baker Intl, City of Menifee, Riverside County.

Regional Vicinity

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Legend

Project Site

DEV2022-023 CORONADO CONDOS PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

Michael Baker
INTERNATIONAL



0 250 500
US Feet

Source: ESRI, Michael Baker Intl, City of Menifee, Riverside County.

Site Vicinity

Exhibit 2

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THORNTON AVE.



DEV2022-023 CORONADO CONDOS PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)



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3.0 Initial Study Checklist

3.1 Background

1. **Project Title:**
DEV2022-023 Coronado Condos Project
2. **Lead Agency Name and Address:**
City of Menifee
29844 Haun Road
Menifee, CA 92586
3. **Contact Person and Phone Number:**
Fernando Herrera, Associate Planner
951-723-3718
4. **Project Location:**
The project site is located south of Thornton Avenue, east of Upper Crest Drive, north of Esther Lane, and west of Murrieta Road (Assessor Parcel Numbers [APNs] 335-440-001 and 335-440-035).
5. **Project Sponsor's Name and Address:**
Stefan LaCasse
Quinn Communities
364 2nd Street, #5
Encinitas, CA 92024
PHONE: 760.942.9991, x101
FAX: 760.942.9993
EMAIL: stefan@quinncommunities.com
6. **General Plan Designation:**
5.1-8 du/ac Residential (5.1-8 R)
7. **Zoning:**
Low Medium Density Residential (LMDR)
8. **Description of Project:**
Refer to Section 2.3, *Project Characteristics*.
9. **Surrounding Land Uses and Setting:**
Surrounding land uses include vacant land, commercial uses, and residential uses. Refer to Section 2.2, *Environmental Setting*.
10. **Other anticipated public agencies whose approval is required:**
 - Riverside County Flood Control and Water Conservation District
 - Santa Ana Regional Water Quality Control Board
 - California Department of Fish and Wildlife
 - United States Fish and Wildlife Service
 - United States Army Corps of Engineers

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

In compliance with Assembly Bill (AB) 52, the City distributed letters notifying each tribe that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the proposed project. The letters were distributed by certified mail on October 11, 2022. The tribes had 30 days to respond to the City's request for consultation. Refer to Section 4.18, *Tribal Cultural Resources*, for additional information.

3.2 Environmental Factors Potentially Affected

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

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

3.3 Lead Agency Determination

On the basis of this initial evaluation:

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

☐

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

☒

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

☐

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

☐

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

☐

Signature:

Fernando Herrera

Title:

Associate Planner

Printed Name:

Fernando Herrera

Agency:

City of Menifee

Date:

1/11/2024

3.4 Evaluation of Environmental Impacts

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

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

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

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

- No Impact. The development will not have any measurable environmental impact on the environment.
- Less Than Significant Impact. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- Less Than Significant Impact With Mitigation Incorporated. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- Potentially Significant Impact. The development will have impacts which are considered significant and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

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

4.0 Environmental Analysis

4.1 Aesthetics

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

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

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

The City's scenic resources are categorized within the General Plan Community Design Element as Scenic Corridors and Enhanced Landscape Corridors. According to the General Plan, the protection of the city's visual resources along its Scenic Corridors is particularly important because these corridors help visually frame some of the community's most distinctive features. Additionally, roadways designated as Enhanced Landscape Corridors are recognized as major transportation routes and shall receive special design consideration to ensure they complement the existing community.

Murrieta Road, which is located approximately 620 feet east of the project site, is identified as an Enhanced Landscape Corridor. Because of this designation, the project must comply with General Plan Policies CD-4.1 through CD-4.3 for Enhanced Landscape Corridors. Policies CD-4.1 through CD-4.3 ensure unification of streetscape elements such as coordinated streetlights, landscaping and signage; allow for safer walkability and bicycling; and require special considerations at intersections and crosswalks. The project satisfies Policies CD-4.1 through CD-4.3 by providing coordinated streetlights, landscaping trees, streetscape walkways, and parkways adjacent to Murrieta Road, as well as through the provision of monument signage walls at the project entryway. Additionally, the project would not obstruct views of scenic features along Murrieta Road, because the project is located west of the roadway by approximately 620 feet.

¹ A viewshed is the geographical area which is visible from a particular location.

Further, the project's design, including its architectural features, building materials, and landscaping would be reviewed and approved by the City during the development review process. The City would also have the ability to add conditions related to project aesthetics during the developmental review process if needed, all prior to approval of the project. This process would verify that the project's design is compatible with development in the surrounding vicinity and that it is consistent with applicable zoning regulations. As a result, implementation of the proposed project would not have a substantial adverse impact on a scenic vista. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the California Department of Transportation, there are no officially designated State scenic highways within the project vicinity.² The nearest eligible highway is State Route 74 (SR-74), approximately 2.3 miles northeast of the project site. Views of the project site are not afforded from SR-74 due to intervening topography, structures, and vegetation. Thus, the project would not substantially damage scenic resources within a State scenic highway. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project site is located within an urbanized, developed area and consists of a vacant lot. The site is bordered by residential uses to the north, west, and south, and vacant land and commercial uses to the east.

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

In addition, a Major Plot Plan review is included as a component of the overall proposed project. As a part of the Major Plot Plan review process, the project's design, including its architectural features, building materials, and landscaping would be reviewed and approved by the City during the development review process. The City would also have the ability to add conditions related to project aesthetics during the developmental review process if needed, all prior to approval of the project. This process would verify that the project's design is compatible with development in the surrounding vicinity and that it is consistent with applicable zoning regulations. As a result, implementation of the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

² California Department of Transportation, *List of Eligible and Officially Designated State Scenic Highways*, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacc>, accessed August 16, 2023.

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

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

Project construction could involve temporary glare impacts as a result of construction equipment and materials. Although there may be construction equipment and materials that produce glare, such as side mirrors or unpainted metal surfaces, the potential for glare would be short-term (hours) in duration because of the movement of either the equipment or angle of the sun. Therefore, no adverse light or glare impacts to adjacent properties are anticipated to result from construction activities.

The project would comply with Municipal Code Section 9.210.050, *Glare*, and Section 9.210.060, *Noise*, which limit allowable construction hours between 6:30 a.m. to 7:00 p.m. on Mondays through Saturday, except on holidays. Therefore, short-term construction-related impacts pertaining to nighttime lighting are not anticipated.

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

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

Mitigation Measures: No mitigation measures are required.

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4.2 Agriculture and Forestry Resources

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

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

No Impact. According to the California Department of Conservation Important Farmland Finder, the entire project site is designated as Urban and Built-Up Land, which is defined as land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Examples of Urban and Built-Up Land include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.³

The project would not convert Prime, Statewide Important, Unique, or Locally Important Farmland into non-agricultural use pursuant to the Farmland Mapping and Monitoring Program No impact would occur regarding conversion of farmlands to non-agricultural uses.

³ California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed August 16, 2023.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the General Plan EIR, all Williamson Act contracts within the City went into nonrenewable status in 2007 and expired on January 1, 2017. Thus, project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur.

Mitigation Measures: No mitigation measures are required.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

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

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

e) *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

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

Mitigation Measures: No mitigation measures are required.

4.3 Air Quality

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

This section is primarily based upon Appendix A, Air Quality/Greenhouse Gas/Energy Modeling Results.

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

Less Than Significant Impact The project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). To reduce emissions, the SCAQMD adopted the 2022 *Air Quality Management Plan* (2022 AQMP) which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and Federal air quality standards. The AQMP is a regional and multi-agency effort including the SCAQMD, California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. Environmental Protection Agency (EPA).

The 2022 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2020-2045 *Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.

Criteria for determining consistency with the AQMP are defined by the following indicators:

Criterion 1:

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

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

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(c), localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_x), particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in diameter (PM_{2.5}) would be less

than significant during project construction and operations. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations.⁴

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

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

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

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

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

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

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

The project site has a General Plan land use designation of 5.1-8 dwelling units per acre (du/ac) Residential (5.1-8 R) and a zoning designation of Low Medium Density Residential (LMDR), which allows single-family attached and detached development (5.1-8 du/ac). The project would allow for the development of 73 one- and two-story multi-family condominium units on an approximately 9.1 acre site, representing a density of 8.0 du/ac.⁵ Therefore, the density of the project would be within the allowable density range of 5.1 to 8 du/ac within the General Plan and the LMDR zoning designation. The project is consistent with the site's General Plan land use designation and zoning.

As discussed in Section 4.14, *Population and Housing*, the project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension

⁴ Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

⁵ Density is calculated by dividing gross acreage (9.6 acres) from proposed number of units (73).

of roads or other infrastructure. The project would construct 73 condominium units. According to the California Department of Finance⁶, the population of the City was estimated to be 110,034 as of January 1, 2023, with approximately 2.89 persons per household. This would equate to approximately 211 new persons living within the City as a result of the proposed project.

According to the SCAG 2020-2045 RTP/SCS Demographics & Growth Forecast,⁷ the number of people living within the City is anticipated to grow from 89,600 in 2016 to 129,800 in 2045. The project-related increase of 211 residents would contribute approximately 0.5 percent to the City's planned growth through 2045. Thus, the project would be consistent with the types, intensity, and patterns of land use envisioned for the site vicinity.

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

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

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

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

Land use planning strategies set forth in the 2022 AQMP are primarily based on the 2020-2045 RTP/SCS. The existing Riverside Transit Agency (RTA) bus stops are located less than one mile to the south of the project site. Further, in compliance with CALGreen Code, all multi-family development projects with 20 or more dwelling units would require 10 percent of the total number of parking spaces to be electric vehicle (EV) capable, 25 percent would be equipped with low power Level Two EV charging receptacles, and five percent are equipped with EV chargers. This project design feature would encourage and support the use of EVs within the proposed residential development. Therefore, the project would be consistent with the actions and strategies of the 2020-2045 RTP/SCS. In addition, as discussed above, the project would be consistent with the General Plan land use designation. As such, the proposed project meets this AQMP consistency criterion.

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

Mitigation Measures: No mitigation measures are required.

⁶ California Department of Finance Demographic Research Unit, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023, Sacramento, California*, May 2023.

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

- b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Less Than Significant Impact.

Criteria Pollutants

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O₃). O₃ occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O₃ is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_x, and sunlight to form; therefore, VOCs and NO_x are O₃ precursors. To reduce O₃ concentrations, it is necessary to control the emissions of these O₃ precursors. Significant O₃ formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O₃ concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O₃ in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O₃ (in the troposphere) can adversely affect the human respiratory system and other tissues. O₃ is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O₃. Short-term exposure (lasting for a few hours) to O₃ at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO₂). NO_x are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO₂ (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO₂ can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM₁₀). PM₁₀ refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

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

Sulfur Dioxide (SO₂). SO₂ is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO₂ is often used interchangeably with SO_x. Exposure of a few minutes to low levels of SO₂ can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O₃ to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, CO₂, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG interchangeably (see below).

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O₃ and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_x react in the presence of sunlight. ROG are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant.

Construction

The project involves construction activities associated with grading, building construction, paving, and architectural coating applications. The project would be constructed over approximately 25 months from June 2024 through February 2025 and require approximately 1,600 cubic yards of soil export. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2022.1.1 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to Appendix A, Air Quality/Greenhouse Gas/Energy Modeling Results, for the CalEEMod outputs and results. Table 4.3-1, Project-Generated Construction Emissions, presents the anticipated daily short-term construction emissions.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day,

depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Table 4.3-1
Project-Generated Construction Emissions

Emissions Source	Pollutant (pounds/day) ^{1,2}					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 1 Construction Emissions ²	3.73	33.60	33.80	0.06	3.99	2.38
Year 2 Construction Emissions ²	10.90	8.99	20.40	0.02	2.00	0.72
Year 3 Construction Emissions ²	1.11	7.48	15.70	0.02	1.69	0.60
Maximum Daily Emissions	10.90	33.60	33.80	0.06	3.99	2.38
SCAQMD Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Notes: 1. Emissions were calculated using CalEEMod version 2022.1.1.6. 2. Modeling assumptions include compliance with SCAQMD Rule 403 which requires: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.						
Source: Refer to <u>Appendix A</u> for assumptions used in this analysis.						

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM₁₀ generated as a part of fugitive dust emissions. PM₁₀ poses a serious health hazard alone or in combination with other pollutants. PM_{2.5} is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. PM_{2.5} is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_x and SO_x combining with ammonia. PM_{2.5} components from material in the Earth's crust, such as dust, are also present, with the amount varying in different locations.

The project would adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track-out and street sweeping requirements in accordance with Rule 1186/1186.1, etc.), to reduce PM₁₀ and PM_{2.5} concentrations. As depicted in Table 4.3-1, total PM₁₀ and PM_{2.5} emissions would not exceed the SCAQMD thresholds during construction. Thus, PM₁₀ and PM_{2.5} emissions impacts associated with project construction would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, employee commutes to the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 4.3-1, construction equipment and worker vehicle exhaust emissions (i.e., ROG, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}) would not exceed the established SCAQMD thresholds for all criteria pollutants. Therefore, impacts in this regard would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O₃ precursors. In accordance with the methodology prescribed by the SCAQMD, ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113 – *Architectural Coating*, all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint.⁸ ROG emissions associated with the proposed project would be less than significant; refer to Table 4.3-1.

Total Daily Construction Emissions

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

Naturally Occurring Asbestos

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

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

Operations

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

⁸ South Coast Air Quality Management District, *Rule 1113 Architectural Coatings*, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>, accessed July 26, 2023.

⁹ Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000, https://www3.arb.ca.gov/toxics/asbestos/ofr_2000-019.pdf, accessed July 25, 2023.

**Table 4.3-2
Project-Generated Operational Emissions**

Emissions Source	Pollutant (pounds/day) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Project Summer Emissions						
Area	3.06	2.77	25.60	0.06	5.58	1.45
Energy	5.23	1.46	26.60	0.07	2.65	2.55
Mobile	0.02	0.38	0.16	<0.01	0.03	0.03
Total Summer Emissions²	8.31	4.61	52.40	0.13	8.26	4.03
SCAQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Project Winter Emissions						
Area	2.86	2.97	21.60	0.06	5.58	1.45
Energy	4.19	1.38	18.40	0.07	2.64	2.55
Mobile	0.02	0.38	0.16	<0.01	0.03	0.03
Total Winter Emissions²	7.07	4.74	40.10	0.13	8.25	4.03
SCAQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Notes:						
1. Emissions were calculated using CalEEMod version 2022.1.1.						
2. The numbers may be slightly off due to rounding.						
Source: Refer to Appendix A for assumptions used in this analysis.						

Area Source Emissions

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

Energy Source Emissions

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

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, SO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern (NO_x and ROG react with sunlight to form O₃ [photochemical smog], and wind currents readily transport SO_x, PM₁₀, and PM_{2.5}). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions were estimated using CalEEMod. According to the *Project Scoping Form for the Traffic Study* prepared by Michael Baker International (dated June 1, 2023), the proposed project would generate 755 average daily trips, including 56 trips during the a.m. peak hour and 74 trips during the p.m. peak hour. As shown in

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

Total Operational Emissions

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

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, O₃ precursors, VOCs, and NO_x, affect air quality on a regional scale. Health effects related to O₃ are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

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

The SCAQMD acknowledges that health effects quantification from O₃, as an example, is correlated with the increases in ambient level of O₃ in the air (concentration) that an individual person breathes. The SCAQMD's Brief of Amicus Curiae for *Sierra Club vs. County of Fresno* states that it would take a large amount of additional emissions to cause a modeled increase in ambient O₃ levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's 2012 AQMP, a reduction of 432 tons (864,000 pounds) per day of NO_x and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O₃ levels at highest monitored sites by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O₃-related health impacts caused by NO_x or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health impacts.

Mitigation Measures: No mitigation measures are required.

c) *Expose sensitive receptors to substantial pollutant concentrations?*

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

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_x, PM_{2.5}, and/or PM₁₀. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project site is located within Source Receptor Area (SRA) 24, Perris Valley.

Construction LST

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day.¹⁰ SCAQMD provides LST thresholds for one-, two-, and five-acre site disturbance areas; SCAQMD does not provide LST thresholds for projects over five acres. The project would actively disturb approximately three acres per day during the grading phase of construction. Therefore, the LST thresholds for two-acre were conservatively utilized for the construction LST analysis. The closest sensitive receptors are single-family residences west of the project boundary. These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive receptor is located adjacent to the western boundary, the LST values for 25-meter were used.

Table 4.3-3, *Localized Emissions Significance*, shows the localized mitigated construction-related emissions for NO_x, CO, PM₁₀, and PM_{2.5} compared to the LSTs for SRA 24. It is noted that the localized emissions presented in Table 4.3-3 are less than those in Table 4.3-1 because localized emissions include only on-site emissions (e.g., from construction equipment and fugitive dust) and do not include off-site emissions (e.g., from hauling activities). As shown in Table 4.3-3, the project's localized construction emissions would not exceed the LSTs for SRA 24. Therefore, localized significance impacts from project-related construction activities would be less than significant.

¹⁰ The number of acres represent the total acres traversed by grading equipment. In order to properly grade a piece of land, multiple passes with equipment may be required. The disturbance acreage is based on the equipment list and days of the grading phase according to the anticipated maximum number of acres a given piece of equipment can pass over in an 8-hour workday.

**Table 4.3-3
Localized Emissions Significance**

Source ³	Pollutant (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Year 1 ¹	33.20	31.70	3.61	2.29
Year 2 ²	6.75	10.50	0.31	0.29
Year 3 ²	6.30	10.50	0.28	0.25
Maximum Daily Emissions	33.20	31.70	3.61	2.29
Localized Significance Threshold ^{3,4}	170	972	7	4
Thresholds Exceeded?	No	No	No	No
Notes: 1. Maximum on-site daily emissions occur during grading phase for all pollutants in Year 1. 2. Maximum on-site daily emissions occur during building construction phase for NO _x , CO, PM ₁₀ , and PM _{2.5} in Year 2 and Year 3. 3. Modeling assumptions include compliance with SCAQMD Rule 403 which requires properly maintaining mobile and other construction equipment; replacing ground cover in disturbed areas quickly; watering exposed surfaces three times daily; covering stockpiles with tarps; watering all haul roads twice daily; and limiting speeds on unpaved roads to 15 miles per hour. 4. The LST was determined using Appendix C of the SCAQMD's <i>Final Localized Significant Threshold Methodology</i> guidance document for pollutants NO _x , CO, PM ₁₀ , and PM _{2.5} . The LST was based on the anticipated daily acreage disturbance for construction (approximately two-acre as a conservative estimate; therefore, the two-acre threshold was used) and distance to sensitive receptor (25 meters) for SRA 24, Perris Valley.				
Source: Refer to Appendix A for assumptions used in this analysis.				

Operational LST

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

Carbon Monoxide Hotspots

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

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area under State standards. There has been a decline in CO emissions even though vehicle miles traveled (VMT) on U.S. urban and rural roads have increased; estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.¹¹ Three major control programs have contributed to the reduced per-vehicle CO emissions, including exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD *CEQA Air Quality Handbook*, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 parts per million (ppm), which is the 8-hour California ambient air quality standard. The closest monitoring station to the project site that monitors CO concentration is Lake Elsinore-W Flint Street station, which is located approximately 11.0 miles west of the project site. The maximum CO concentration

¹¹ U.S. Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed July 25, 2023.

at Lake Elsinore-W Flint Street station was measured at 0.897 ppm in 2022.¹² Given that the background CO concentration does not currently exceed 9.0 ppm, a CO hotspot would not occur at the project site. Therefore, CO hotspot impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

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

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

Mitigation Measures: No mitigation measures are required.

¹² California Air Resources Board, *Air Quality and Meteorological Information*, <https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt>, accessed July 25, 2023.

4.4 Biological Resources

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

This section is primarily based upon the following technical studies. Refer to Appendix B1, Biological Resources Assessment and MSHCP Consistency Analysis; Appendix B2, Jurisdictional Delineation; and Appendix B3, Focused Burrowing Owl Surveys.

- *Coronado Condos Project, City of Menifee, County of Riverside, California, Biological Resources Assessment and MSHCP Consistency Analysis*, prepared by Michael Baker International, dated June 2022;
- *Delineation of State and Federal Jurisdictional Waters for the proposed Coronado Condos Project – City of Menifee, County of Riverside, California*, prepared by Michael Baker International, dated June 2022; and
- *2023 Burrowing Owl Survey Report for the DEV2022-023 Coronado Condos Project*, prepared by Michael Baker International, dated June 28, 2023. Refer to Appendix B1, Appendix B2, and Appendix B3.

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

Less Than Significant Impact With Mitigation Incorporated. A biological field survey and habitat assessment was conducted on April 7, 2022, to document existing biological conditions and determine the potential for special-status

plant and wildlife species to occur within the project site; refer to [Appendix B1](#). Prior to conducting the field survey, thorough literature reviews and records searches were conducted to determine which special-status biological resources have the potential to occur on or within the general vicinity of the project site. The project site is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP); as such, an MSHCP Consistency Analysis was also conducted as part of [Appendix B1](#).

Special-Status Plant Species

Based on review of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDB) and the California Native Plant Society (CNPS) Electronic Inventory, thirty-one (31) special-status plant species were determined to have a potential to occur within the project site. Based on the results of the literature review and the field survey, existing/historical site conditions, and a review of specific habitat requirements, occurrence records, and known distributions, Michael Baker determined that all special-status plant species identified during the literature review either have a low potential or are not expected to occur within the project site. No impacts would occur in this regard.

Special-Status Wildlife Species

A total of forty (40) special-status wildlife species were determined to have the potential to occur within the project site. Of the 40 special-status wildlife species identified, California horned lark (*Eremophila alpestris actia*; a State Watch List [WL] species) and burrowing owl (*Athene cunicularia*; a State Species of Special Concern [SSC]) have a moderate potential to occur on the project site. Cooper's hawk (*Accipiter cooperii*; a State WL species) was observed within the project site during the field survey. Potential impacts to Cooper's hawk and California horned lark would be reduced to less than significant with implementation of Mitigation Measure BIO-1 (Pre-Construction Survey for Nesting Birds).

Due to the presence of suitable habitat for burrowing owl, a two-step focused survey was conducted, which consisted of a burrow survey and four owl surveys during breeding season, refer to [Appendix B3](#). The systematic survey for potentially suitable burrows, burrow complexes, or man-made features (i.e., debris piles) that could be used by burrowing owl as nest structures took place on May 25, 2023. Potentially suitable burrow features were mapped using GPS-capable equipment. Burrows encountered were examined for shape, scat, pellets, white-wash, feathers, tracks, and prey remains. The location of suitable habitat, potential burrows, sign, and burrowing owls observed were recorded and mapped. Due to the presence of suitable burrow sites, the first focused burrowing owl survey was conducted concurrently.

Four focused burrowing owl surveys were conducted, beginning on May 25, 2023. The subsequent surveys were conducted on June 1, June 8, and June 16, 2023. Surveys were conducted from one hour before sunrise to two hours after sunrise or two hours before sunset to one hour after sunset to maximize detection of burrowing owls. All surveys were conducted during weather conditions conducive to detecting burrowing owls outside of their burrows (e.g., not during rain, high winds, dense fog, temperatures over 90°F). No burrowing owls or signs of burrowing owls (pellets, white wash, feathers, or prey remains) were observed during any of the four focused surveys. Therefore, burrowing owl is presumed to be absent from the project site and project-related activities are not expected to result in any direct or indirect impacts to burrowing owls or occupied burrows.

Although burrowing owls were not observed during the focused surveys, the survey area supports suitable habitat that could become occupied by burrowing owls prior to implementation of the project. Therefore, the MSHCP requires a pre-construction survey no more than thirty (30) days prior to ground disturbing activities to avoid direct take of burrowing owls that may occur on or within 500 feet of the project impact area (Mitigation Measure BIO-2 [Pre-Construction Survey for Burrowing Owls]). With implementation of Mitigation Measure BIO-2, impacts to burrowing owls would be reduced to less than significant.

Special-Status Vegetation Communities

Based on the literature review, three (3) special-status vegetation communities were determined to have the potential to occur on the project site. However, the results of the field survey show that no natural vegetation communities occur within the project site. The site is either void of vegetation or dominated by non-native, ruderal plant species. Approximately 0.15-acre of developed land occurs on the project site, consisting of paved, impervious surfaces or areas that have been constructed upon or physically altered to a degree that native vegetation is no longer supported. Therefore, no special-status vegetation communities exist within or adjacent to the project site. No impacts would occur in this regard.

Mitigation Measures:

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

If grading or construction activities, including vegetation removal with the potential to disrupt nesting birds, including burrowing owl and coastal California gnatcatcher, are scheduled to occur during the bird breeding season (February 1 through August 31), a pre-construction nesting bird clearance survey shall be conducted by a qualified Designated Biologist no more than seven (7) days prior to the start of any vegetation removal or ground disturbing activities to ensure that impacts to nesting birds do not occur.

The nest survey shall include the project site and any adjacent areas (i.e., construction site entrances and/or staging areas) where the project activities have the potential to cause nest failure. The qualified biologist shall survey all suitable nesting habitat within the project site and within a biologically defensible buffer distance surrounding the project site for the presence of nesting birds and should provide documentation of the surveys and findings to City of Menifee for review prior to initiating project activities. If no active bird nests are detected, project-related activities may begin. If an active nest is found, the bird should be identified to species and the approximate distance from the closest work site to the active nest should be estimated and the qualified biologist should establish a “no-disturbance” buffer around the active nest. The distance of the “no-disturbance” buffer may be increased or decreased according to the judgement of the qualified biologist depending on the level of construction activity and sensitivity of the species. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project-related activities within the “no disturbance” buffer may occur.

BIO-2 Pre-Construction Surveys for Burrowing Owl. A pre-construction survey for burrowing owl shall be conducted within the project site within 30 days prior to the start of ground-disturbing activities. The surveys shall follow the methods described in the *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Burrowing Owl Survey Instructions* (RCTLMA 2006). According to the MSHCP Burrowing Owl Survey Instructions, focused burrowing owl surveys shall be conducted because suitable habitat was recorded during the burrowing owl habitat assessment. If burrowing owls and/or suitable burrowing owl burrows with sign (e.g. whitewash, pellets, feathers, prey remains) are identified on the project site during the survey and impacts to the species are unavoidable, additional mitigation may need to be implemented, such as implementing a no-disturbance buffer around occupied burrows or seasonal work restrictions. If at any time there is a lapse of project activities for 30 days or more, another burrowing owl survey shall be conducted.

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

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

Less Than Significant Impact With Mitigation Incorporated. As defined under Section 6.1.2 of the MSHCP, riparian/riverine resources are areas dominated by trees, shrubs, persistent emergent plants, or emergent mosses and lichens which occur close to or are dependent upon nearby freshwater, or areas with freshwater flowing during all or a portion of the year. Conservation of these areas is intended to protect habitat that is essential to a wide variety of listed or special-status water-dependent fish, amphibian, avian, and plant species.

Based on the *Jurisdictional Delineation*, the Hillman Street Storm Drain (HSSD) Channel occurs within the southwest portion of the project site and exhibits a surface hydrologic connection to the Salt Creek Channel (Relatively Permanent Water) and ultimately Canyon Lake (Traditional Navigable Water). The HSSD Channel is an unimproved/unvegetated channel owned and maintained by the RCFCWCD that originates within the southwestern portion of the project site. The HSSD Channel drains municipal stormwater from the surrounding residential developments and foothills located to the west of the project site and runs in northwest to southeast direction for approximately 285 linear feet to Esther Lane where flows eventually fan out and infiltrate in the southern portion of the project site. Although riparian vegetation is not present, the HSSD Channel would qualify as a riverine resource pursuant to Section 6.1.2 of the MSHCP and totals approximately 0.19-acre. If impacts to riverine resources within the HSSD Channel cannot be avoided, in accordance with Mitigation Measure BIO-3, a Determination of Biologically Equivalent or Superior Preservation (DBESP) Report would need to be prepared and submitted to the Wildlife Agencies (California Department of Fish and Wildlife [CDFW] and US Fish and Wildlife Service [USFWS]) for review/approval prior to implementation of the proposed project. With implementation of Mitigation Measure BIO-3, impacts to riparian habitat or other sensitive natural communities would be reduced to less than significant.

Mitigation Measures:

- BIO-3** **Determination of Biologically Equivalent or Superior Preservation.** In the event the proposed site plan cannot avoid the Hillman Street Storm Drain (HSSD) Channel within the southwest portion of the project site, the project Applicant shall submit a Determination of Biologically Equivalent or Superior Preservation (DBESP) to the California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS) for review and approval prior to grading permit issuance. Copies of the DBESP and CDFW/USFWS approval documents shall be provided to the City of Menifee Community Development Department.

- c) ***Have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Less Than Significant Impact With Mitigation Incorporated. Based on the *Jurisdictional Delineation*, the HSSD Channel occurs within the southwest portion of the project site and exhibits a surface hydrologic connection to the Salt Creek Channel (Relatively Permanent Water) and ultimately Canyon Lake (Traditional Navigable Water). Therefore, the HSSD Channel would qualify as Waters of the United States (WoUS) and fall under the regulatory authority of the US Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and CDFW.

Based on the results of the field delineation, approximately 0.07-acre (285 linear feet) of USACE/RWQCB jurisdiction (non-wetland WoUS) and approximately 0.19-acre (285 linear feet) of CDFW jurisdiction (streambed) occurs within the project site. Therefore, it would be necessary for the project applicant to obtain a Section 404 permit from the USACE. Given the jurisdictional water impact is anticipated to be less than 0.50 acre, it is anticipated that the proposed project could be authorized via a Section 404 Nationwide Permit (NWP), specifically NWP No. 29: *Residential Developments*.

The RWQCB regulates discharges to surface waters pursuant to Section 401 of the CWA and Section 13263 of the California Porter-Cologne Water Quality Control Act. Based on a review of the conceptual site plan approximately 0.07-acre (285 linear feet) of RWQCB jurisdiction (non-wetland WoUS) occurs within the project site and would potentially be impacted by the proposed project. Therefore, it would be necessary for the project applicant to obtain a Section 401 Water Quality Certification (WQC) from the RWQCB prior to impacts occurring within RWQCB jurisdictional areas.

The CDFW regulates alterations to lakes, streambeds, and riparian habitats pursuant to Section 1600 *et seq.* of the California Fish and Game Code. Based on a review of the conceptual site plan, approximately 0.19-acre (285 linear feet) of CDFW jurisdiction (streambed) occurs within the project site and would potentially be impacted by the proposed project. Therefore, it would be necessary for the project applicant to obtain a Section 1602 Streambed Alteration Agreement (SAA) from the CDFW prior to impacts occurring within CDFW jurisdictional areas.

Because the project would redirect, dredge and/or fill the flow of jurisdictional waters, mitigation is required. With adherence to Mitigation Measure BIO-4, impacts to State or Federal jurisdictional waters would be avoided or permitted and impacts would be reduced to less than significant.

Mitigation Measures:

BIO-4 **Regulatory Permitting.** Prior to grading permit issuance the project Applicant shall obtain a Section 404 Nationwide permit from the United States Army Corps of Engineers; a Section 401 Water Quality Certification permit, and Section 1602 Streambed Alteration Agreement (SAA) from the California Department of Fish and Wildlife for impacts to jurisdictional waters. Copies of permits and agency clearance shall be provided to the City of Menifee Community Development Department.

- d) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

No Impact. According to the Biological Resources Assessment, the project site is not located within any wildlife corridors, wilderness areas, wilderness study areas, or areas of critical environmental concern identified in the MSHCP. Wildlife movement opportunities into or out of the project site have been significantly reduced, if not completely eliminated, due to surrounding high-traffic roadways (i.e., Chambers Avenue, Murrieta Road, I-215) and existing residential/commercial developments, which have fragmented the connection between the project site and any naturally occurring vegetation communities within the vicinity. In addition, the disturbed and developed nature of the

project site, absence of native vegetation for cover, and elevated noise levels, vehicle traffic, lighting, and human presence associated with surrounding residential developments and roadways has further reduced the potential for the project site to be used as a wildlife movement corridor or linkage. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

- f) ***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

Less Than Significant Impact With Mitigation Incorporated. The project site is located within the boundaries of the Western Riverside County MSHCP. As such, an MSHCP Consistency Analysis was conducted as part of the project's Biological Technical Report. According to the MSHCP Consistency Analysis, the project site is not located within any Cell Groups, Criteria Cells, and Subunit designations of the MSHCP. However, the project site is located within a designated survey area for burrowing owl (refer to Appendix B1 Figure 7, *MSHCP Conservation Areas*). Section 6.0 of the MSHCP requires assessment of the potential effects from the project on biological resources including riparian/riverine areas, vernal pools, and fairy shrimp, burrowing owl, and narrow endemic plant species. In addition, the MSHCP requires an Urban/Wildlands Interface analysis be conducted in order to address the indirect effects associated with locating proposed development in proximity of MSHCP Conservation Areas. These resources were assessed during the reconnaissance survey and are discussed below in relation to the project.

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

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

In accordance with Section 6.1.2 of the MSHCP, a habitat assessment was performed for riparian and riverine communities, vernal pools, and fairy shrimp. The project site did not contain vernal pool habitat or suitable habitat for fairy shrimp. No significant riparian vegetation was observed on the project site. As described in Response 4.4(b) above, the Jurisdictional Delineation determined that the project site does not contain riparian resources. However, the MSHCP Consistency Analysis determined that 0.19-acre of the HSSD qualifies as a riverine resource as defined by Section 6.1.2 of the MSHCP. The project would develop over the existing HSSD with residential units and an open space lot. Flows would be redirected underground via the storm drain improvements described in the Water Quality Management Plan. As such, in accordance with Mitigation Measure BIO-4, the project would be required to submit a Determination of Biologically Equivalent or Superior Preservation (DBESP) to CDFW and USFWS for review and approval prior to project implementation (Mitigation Measure BIO-3). With approval and implementation of the DBESP, impacts would be reduced to less than significant.

Narrow Endemic Plant Species (MSHCP Section 6.1.3)

According to the MSHCP Information Application and Figure 6-1 of the MSHCP, the project site is not located within a designated survey area for Narrow Endemic Plant Species (refer to Appendix B1 Figure 7). Therefore, no impacts to narrow endemic plant species would occur.

Urban/Wildlands Interface Guidelines (MSHCP Section 6.1.4)

The urban/wildlands interface guidelines presented in Section 6.1.4 of the MSHCP are intended to address indirect effects associated with new development in proximity to MSHCP Conservation Areas. The project site is not located adjacent to any Criteria Cells, Conservation Areas, Cores/Linkages, or P/QP Lands identified by the MSHCP (refer to [Appendix B1](#) Figure 7, MSHCP Conservation Areas). Therefore, no impact would occur.

Additional Surveys (MSHCP Section 6.3.2)

According to the MSHCP Information Application and Figure 6-4 of the MSHCP, the project site is located within a designated survey area for burrowing owl (refer to [Appendix B1](#) Figure 7). Based on the Focused Burrowing Owl Surveys, no burrowing owls, sign, occupied burrows, or remnant burrows were observed in the survey area. A total of four suitable burrows were observed along the western boundary of the project site. Potentially suitable habitat also occurs immediately south and to the east of the project site. On-going disturbances in the survey area, primarily from human presence, pets, and vehicular traffic, have reduced the potential for burrowing owls to occur. Additionally, eucalyptus trees that occur adjacent to the project site and in the eastern portion of the survey area provide perching and hunting opportunities for natural predators of the species, which further decrease the likelihood of burrowing owls to occupy the survey area.

However, the MSHCP would still require that a preconstruction clearance survey be conducted no more than thirty (30) days prior to initiating ground disturbance activities to avoid direct take of burrowing owls that may occur on or within 500 feet of the project impact area. With the implementation of Mitigation Measure BIO-2, which requires a preconstruction survey within 30 days prior to ground disturbing activities, these impacts would be reduced to a less than significant level.

Mitigation Measures: Refer to Mitigation Measures BIO-2 and BIO-3.

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4.5 Cultural Resources

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

This section is based upon the *Phase I Cultural Resources Assessment for the Coronado Condos Project* (Cultural Resources Report), prepared by BCR Consulting, Inc., dated June 24, 2022; refer to [Appendix C, Cultural Resources Report](#).

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

Less Than Significant Impact. A historic overview of the project area is provided in the Cultural Resources Report; refer to [Appendix C](#). To evaluate the project's potential to support historic resources, a records search request was submitted to the Eastern Information Center (EIC). The search was conducted to identify previously recorded cultural resources and previously conducted cultural resources studies within a 0.5-mile radius of the project site. A review was also conducted of the National Register of Historic Places (National Register), the California Register, and documents and inventories from the California Office of Historic Preservation (OHP) including the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures. An intensive-level cultural resources field survey of the project site was conducted on April 13, 2022. The survey was conducted by walking parallel transects spaced approximately 10 to 15 meters apart across 100 percent of the accessible project site. Digital photographs were taken at various points within the project boundaries and all soil exposures were carefully examined for evidence of cultural resources; refer to [Appendix C](#).

The EIC records search revealed that 20 cultural resource studies were previously conducted within 0.5-mile of the project site, resulting in no cultural resources identified within the research radius. Of the previous studies, three have assessed portions of the project site for cultural resources, resulting in no cultural resources previously identified within the project boundaries.

During the field survey, the project site was carefully inspected for evidence of cultural resources, using the methods described above. Ground visibility averaged approximately 95 percent within the project site boundaries. Sediment included yellow-brown, dry, sandy silt with minimal subangular gravel content. The project site has been subject to discing for weed abatement and construction of a modern culvert in the southwest corner. No historic-period nor prehistoric cultural materials of any kind were identified within the project site boundaries.

No historic resources were identified within the project site boundaries during the field survey conducted as part of the Cultural Resources Report. Although findings were negative for cultural resources on the surface of the project site, ground disturbing activities have the potential to discover historic-period artifacts or structural or building elements. As such, potential significant impacts to buried historic-period resources could result in this regard, and Standard Condition SC-CUL-1 would require that an archaeological monitor be present during any earthmoving activities proposed within the project site boundaries. SC-CUL-3 would protect inadvertent discoveries by halting construction until a qualified

archaeologist evaluates the significance of the find and recommends a course of action. With the implementation of Standard Condition SC-CUL-1 and SC-CUL-3, impacts would be less than significant.

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

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Prehistoric background information on the project area is provided in the Cultural Resources Report. According to the Cultural Resources Report, no cultural resources, including prehistoric archaeological resources or historic-period archaeological resources, were identified within the project site boundaries.

Although findings were negative for cultural resources on the surface of the project site, the potential exists for ground-disturbing activities to expose previously unrecorded cultural resources. To protect archaeological resources, Standard Condition-SC-CUL-1 would require that an archaeological monitor be present during any earthmoving activities proposed within the project site boundaries. SC-CUL-3 would protect inadvertent discoveries by halting construction until a qualified archaeologist evaluates the significance of the find and recommends a course of action. With the implementation of Standard Condition SC-CUL-1 and SC-CUL-3, impacts would be less than significant.

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

Mitigation Measures: No mitigation measures are required.

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

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

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

Mitigation Measures: No mitigation measures are required.

Standard Conditions and Requirements:

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

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

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

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

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

SC-CUL-2 Non-Disclosure of Location Reburials. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or

associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254(r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

SC-CUL-3

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

- i. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.
- ii. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
- iii. Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
- iv. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.
- v. 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-4 Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

- a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department:
 - i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
 - ii. Reburial of the resources on the project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.
 - iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

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

- SC-CUL-6** **Native American Monitoring (Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the project Archaeologist.
- SC-CUL-7** **Archeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).
- SC-CUL-8** **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

4.6 Energy

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

This section is primarily based upon Appendix A, Air Quality/Greenhouse Gas/Energy Modeling Results.

State

California Building Energy Efficiency Standards (Title 24)

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

California Green Building Standards (CALGreen)

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

California Public Utilities Commission Energy Efficiency Strategic Plan

The California Public Utilities Commission (CPUC) prepared an *Energy Efficiency Strategic Plan* (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in GHGs. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California’s single roadmap to achieving maximum energy savings in the State between 2009 and 2020, and beyond 2020. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings, as a result of a year-long collaboration

¹³ U.S. Green Building Council, *Green Building Costs and Savings*, <https://www.usgbc.org/articles/green-building-costs-and-savings>, accessed July 26, 2023.

by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes four bold strategies:

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

California Energy Commission Integrated Energy Policy Report

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

The CEC adopted the 2022 Integrated Energy Policy Report Update (2022 IEPR Update) on February 28, 2023. The 2022 IEPR Update provides the results of the CEC's assessments of a variety of energy issues facing California, many of which will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. Overall, the recent IEPRs identifies actions the State and others can take that would strengthen energy resiliency, reduce GHG emissions that contribute to climate change, improve air quality, and contribute to a more equitable future.

Local

City of Menifee General Plan

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

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

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

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

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

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

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

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

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

Project-Related Sources of Energy Consumption

This analysis focuses on three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips and off-road equipment associated with project construction and operations. The analysis of operational electricity and natural gas usage is based on the California Emissions Estimator Model version 2022.1.1.6 (CalEEMod) modeling results for the project. The project's estimated electricity and natural gas consumption is based primarily on CalEEMod's default settings for Riverside County, and consumption factors provided by the Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas), the electricity and natural gas providers for the City and the project site. The results of the CalEEMod modeling are included in [Appendix A, Air Quality/Greenhouse Gas/Energy Modeling Results](#). The amount of operational fuel consumption was estimated using the CARB's EMFAC2021 website platform which provides projections for typical daily fuel usage in the County, and the project's annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction fuel consumption is based on the project's construction equipment list, timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips.

The project's estimated energy consumption is summarized in [Table 4.6-1, Project and Countywide Energy Consumption](#). As shown in [Table 4.6-1](#), the project's energy usage would constitute an approximate 0.0046 percent increase over Riverside County's typical annual electricity consumption and an approximate 0.0035 percent increase over Riverside County's typical annual natural gas consumption. The project's construction on-road, construction off-

road, and operational vehicle fuel consumption would increase the County's consumption by 0.1355 percent, 0.0039 percent, and 0.0166 percent, respectively (**CEQA Appendix F - Criterion 1**).

**Table 4.6-1
Project and Countywide Energy Consumption**

Energy Type	Project Annual Energy Consumption ¹	Riverside County Annual Energy Consumption ²	Percentage Increase Countywide ²
Electricity Consumption	770 MWh	16,767,236 MWh	0.0046%
Natural Gas Consumption	15,221 therms	430,843,598 therms	0.0035%
Fuel Consumption			
• Construction Off-road Consumption ³	37,854 gallons	27,937,113 gallons	0.1355%
• Construction On-road Consumption	38,570 gallons	978,492,271 gallons	0.0039%
• Operational Automotive Fuel Consumption ³	158,231 gallons	954,232,314 gallons	0.0166%
Notes:			
1. As modeled in CalEEMod version 2022.1.1.			
2. The project increases in electricity and natural gas consumption are compared to the total consumption in the County in 2021. The project increases in automotive fuel consumption are compared with the projected Countywide diesel fuel consumption in 2024 (start of construction), and gasoline fuel consumption in 2026 (operational year). Riverside County electricity consumption data source: California Energy Commission, <i>Electricity Consumption by County</i> , http://www.ecdms.energy.ca.gov/elecbycounty.aspx , accessed July 25, 2023. Riverside County natural gas consumption data source: California Energy Commission, <i>Gas Consumption by County</i> , http://www.ecdms.energy.ca.gov/gasbycounty.aspx , accessed July 25, 2023.			
3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the CARB EMFAC2021 model.			
Refer to <u>Appendix A</u> for assumptions used in this analysis.			

Construction

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

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

Substantial reductions in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than non-recycled materials.¹⁴ The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source materials.¹⁵ The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and

¹⁴ California Department of Resources Recycling and Recovery, *Green Building Materials*, <https://www.calrecycle.ca.gov/greenbuilding/materials#Material>, accessed July 26, 2023.

¹⁵ Ibid.

manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. As indicated in Table 4.6-1, the project's fuel consumption from off-road construction would be approximately 37,854 gallons, which would increase fuel use in the County by 0.1355 percent. Also indicated in Table 4.6-1, the project's fuel consumption from on-road construction would be approximately 38,570 gallons, which would increase fuel use in the County by 0.0039 percent. As such, construction would have a nominal effect on the local and regional energy supplies (**CEQA Appendix F - Criterion 2**). It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or State (**CEQA Appendix F - Criterion 5**). Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

Operations

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 4.6-1 provides an estimate of the daily fuel consumed by vehicles traveling to and from the project site. Based on the *Project Scoping Form for the Traffic Study* prepared by Michael Baker International (dated June 1, 2023), the proposed project would generate 755 average daily trips. As indicated in Table 4.6-1, project operational daily trips are estimated to consume approximately 158,231 gallons of fuel per year, which would increase the County's automotive fuel consumption by 0.0166 percent. The project does not propose any unusual features that would result in excessive long-term operational fuel consumption (**CEQA Appendix F - Criterion 2**).

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed project. However, in compliance with CALGreen Code, all multi-family development projects with 20 or more dwelling units would require 10 percent of the total number of parking spaces to be electric vehicle (EV) capable, 25 percent would be equipped with low power Level two EV charging receptacles, and five percent are equipped with EV chargers. This project design feature would encourage and support the use of EVs within the proposed residential development and thus reduce the petroleum fuel consumption (**CEQA Appendix F - Criterion 4 and Criterion 6**).

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

Building Energy Demand

The CEC developed 2023 to 2035 forecasts for energy consumption and peak demand in support of the 2022 IEPR Update for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections. CEC forecasted baseline electricity consumption and natural gas grows at a rate of about 1.8 percent and 0.2 percent, respectively, annually through 2035.¹⁶ As shown in Table 4.6-1, operational energy consumption of the project would represent approximately 0.0046 percent increase in electricity consumption and 0.0035 percent increase in natural gas consumption over the current Countywide usage, which would be significantly

¹⁶ California Energy Commission, *Final 2022 Integrated Energy Policy Report Update*, page 58 and page 62, May 10, 2023.

below CEC's forecasts and the current Countywide usage. Therefore, the project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies (**CEQA Appendix F - Criterion 2**). The project would also consume energy during the same time periods as other residential development. As a result, the project would not result in unique or more intensive peak or base period electricity demand (**CEQA Appendix F - Criterion 3**).

The project would be required to comply with the most current version of the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Compliance with the current 2022 Title 24 standards significantly reduces energy usage. The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent between each update. The project would install high efficiency lighting, energy efficient appliances, electrical infrastructure to support a future battery system, and solar photovoltaics panels (**CEQA Appendix F - Criterion 4**).

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

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

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The City currently does not have a plan pertaining to renewable energy or energy efficiency. The applicable State plans and policies for renewable energy and energy efficiency include the 2022 Title 24 standards, the 2022 CALGreen Code, the California Public Utilities Commission (CPUC's) Energy Efficiency Strategic Plan, and CEC's 2022 IEPR. The project would be required to comply with the latest Title 24 and CALGreen standards pertaining to building energy efficiency. Compliance with 2022 Title 24 standards and 2022 CALGreen Code would ensure the project incorporates energy-efficient windows, insulation, lighting, and ventilation systems, which are consistent with the Energy Efficiency Strategic Plan strategies, the IEPR building energy efficiency recommendations, and General Plan Goal OSC-4 (Policies OCS-4.1, OCS-4.2, OCS-4.3). The project would also install EV charging infrastructure. Additionally, per the RPS, the project would utilize electricity provided by SCE that is composed of 31.4 percent renewable energy as of 2021 and would achieve at least 60 percent renewable energy by 2030.¹⁷ Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

¹⁷ California Energy Commission, Southern California Edison 2021 Power Content Label, <https://www.sce.com/sites/default/files/custom-files/Web%20files/2021%20Power%20Content%20Label.pdf>, accessed August 10, 2023.

4.7 Geology and Soils

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
2) Strong seismic ground shaking?			✓	
3) Seismic-related ground failure, including liquefaction?			✓	
4) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✓	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	

This section is based upon the *Geotechnical Investigation, Coronado Residential Thornton Avenue, Menifee, California* (Geotechnical Investigation) prepared by Geocon West, Inc., dated May 13, 2022; refer to [Appendix D, *Geotechnical Investigation*](#).

a) ***Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

1) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

Less Than Significant Impact. The project site, like the rest of Southern California, is located within a seismically active margin between the North American and Pacific tectonic plates. Faults that have historically produced earthquakes or show evidence of movement within the past 11,000 years are known as “active faults.” According to the *Geotechnical Investigation*, no known active faults cross the project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest active fault is the Wildomar branch of the Elsinore fault zone located approximately 0.5-mile southwest of the project site. Therefore, the potential for fault rupture on-site is considered very low. A less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

2) Strong seismic ground shaking?

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

Mitigation Measures: No mitigation measures are required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater occurs at shallow depth (generally within 50 feet of the ground surface) or where lands are underlain by loose, cohesionless deposits. Liquefaction typically results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata behave similarly to a heavy liquid.

According to the Geotechnical Investigation, based on the lack of shallow groundwater and the presence of shallow relatively dense very old alluvium, liquefaction would not be a design consideration for the proposed development. Additionally, the potential for seismic “dry-sand” settlement to occur is considered low and would not be a design consideration. Further, the project site is not located in an area considered susceptible to liquefaction based on Exhibit S-3, *Liquefaction and Landslides*, of the General Plan Safety Element. A less than significant impact would occur.

4) Landslides?

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

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The primary concern in regard to soil erosion or loss of topsoil would be from construction activities associated with the project, which could expose soils to short-term erosion by wind and water. Soil disturbance would temporarily occur during earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction, and grading. Disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project site. However, the project would be subject to compliance with the requirements set forth in the Santa Ana RWQCB’s Stormwater Quality Management Plan (SQMP) and the City’s Water Quality Management Plan (WQMP) to reduce potential for soil erosion. The project would also employ Best Management Practices (BMPs) during construction to control runoff from discharging from the site during project construction; refer to Section 4.10, Hydrology and Water Quality. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- c) ***Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

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

LATERAL SPREADING

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move down slope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, the liquefiable soil zone must be laterally continuous, unconstrained laterally, and free to move along sloping ground. According to the *Geotechnical Investigation*, the project site is not subject to seismic-related ground failure (i.e., liquefaction). As a result, the lateral spread is anticipated to be negligible. Impacts would be less than significant.

SUBSIDENCE

According to the U.S. Geological Survey, land subsidence occurs when large amounts of groundwater have been withdrawn from certain types of rocks, such as fine-grained sediments. The rock compacts because the water is partly responsible for holding the ground up. When the water is withdrawn, the rocks fall in on itself. Events, other than the removal of groundwater, that can cause land subsidence include aquifer-system compaction, drainage of organic soils, underground mining, hydrocompaction, natural compaction, sinkholes, and thawing permafrost. The potential for subsidence to affect the site is considered low based on the nature of the underlying old alluvial fan deposits and lack of onsite faulting. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- d) ***Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Less Than Significant Impact. Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements. According to the *Geotechnical Investigation*, the on-site soils generally consist of silty sands. Laboratory testing result indicates a sample of the near surface soil exhibits a very low expansion potential (expansion index [EI] of 20 or less) with test results showing an EI of 0. In addition, compliance with the site-specific design recommendations identified in the *Geotechnical Investigation* would reduce potential impacts relative to expansive soils to less than significant levels. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

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

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

According to the project's Cultural Resources Report (provided as Appendix C of this IS/MND), the geologic units underlying the project area are mapped entirely as alluvial fan deposits dating from the middle to early Pleistocene. Pleistocene alluvial units are considered to be highly paleontologically sensitive; while the Western Science Center does not have localities within the project area or within a 1 mile radius, there are dozens of WSC localities several miles to the east of the project area, including the highly fossiliferous Diamond Valley Lake project. Species found at these localities include mastodon (*Mammuthus pacificus*), horse (*Equus sp.*), bison (*Bison sp.*), ground sloth (*Paramylodon sp.*) and canines (*Canis sp.*). The presence of Pleistocene megafauna within similarly mapped units indicates the paleontological sensitivity of the proposed project area. Any fossils recovered from the Coronado Condos Project area would be scientifically significant. Excavation activity associated with development of the project area would impact the paleontologically sensitive Pleistocene alluvial units.

Therefore, the project would be subject to Standard Condition SC-GEO-1, which would require consultation with a qualified paleontologist in the event fossils or fossil-bearing deposits are discovered during project construction. preparation of a paleontological resource mitigation program to monitor, salvage, and curate any recovered paleontological resources. With implementation of Mitigation Measure GEO-1, impacts would be reduced to less than significant levels.

Standard Conditions and Requirements:

SC-GEO-1 Inadvertent Paleontological Find. In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within fifty (50) feet of the find shall be temporarily halted or diverted. The contractor shall notify a qualified paleontologist to examine the discovery. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the Community Development Department to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, the project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important. The plan shall be submitted to the Community Development Department for review and approval, and the project proponent shall implement the approval plan.

Mitigation Measures: No mitigation measures are required.

4.8 Greenhouse Gas Emissions

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

This section is primarily based upon Appendix A, Air Quality/Greenhouse Gas/Energy Modeling Results.

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 418 million metric tons of carbon dioxide equivalent (MTCO₂e) per year.¹⁸ Methane (CH₄) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO₂, CH₄, and nitrous oxide (N₂O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO₂ concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO₂ concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. As of July 2023, the highest monthly average concentration of CO₂ in the atmosphere was recorded at 425 ppm.¹⁹

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO₂e)²⁰ concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

¹⁸ California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2020*, https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf, accessed July 26, 2023.

¹⁹ Scripps Institution of Oceanography, *Carbon Dioxide Concentration at Mauna Loa Observatory*, <https://scripps.ucsd.edu/programs/keelingcurve/>, accessed July 26, 2023.

²⁰ Carbon Dioxide Equivalent (CO₂e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

Regulatory Framework

Federal

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO₂e)²¹ concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

State

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

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

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

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

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

CARB Scoping Plan. On December 11, 2008, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce GHG emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 million MTCO₂e under a business as usual (BAU)²² scenario. This is a reduction of 42 million MTCO₂e, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

²¹ Carbon Dioxide Equivalent (CO₂e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

²² "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions; refer to <http://www.arb.ca.gov/cc/inventory/data/bau.htm>. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

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

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

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update was finalized in November 2017 and approved on December 14, 2017 and reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan Update establishes a new Statewide emissions limit of 260 million MTCO_{2e} for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

On December 15, 2022, CARB released the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), which identifies the strategies achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO₂ capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan. Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the State's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

Local*2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy*

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

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

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

City of Menifee General Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. However, the significance of the project's GHG emissions impacts are not based on the amount of GHG emissions resulting from the project.

Project-related GHG emissions include emissions from direct and indirect sources. Direct project-related GHG emissions include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. The California Emissions Estimator Model version 2022.1.1 (CalEEMod) was used to calculate project-related GHG emissions. Table 4.8-1, Estimated Greenhouse Gas Emissions, presents the estimated CO₂, N₂O, and CH₄ emissions associated with the proposed project; refer to Appendix A, Air Quality/Greenhouse Gas/Energy Modeling Results for the CalEEMod outputs.

**Table 4.8-1
Estimated Greenhouse Gas Emissions**

Source	CO ₂	CH ₄	N ₂ O	Refrigerants	CO ₂ e
	Metric Tons/year ¹				
Direct Emissions					
Construction (amortized over 30 years)	29.10	<0.01	<0.01	0.01	29.46
Area Source	23.70	0.02	0.01	0.00	24.30
Mobile Source	1,021.00	0.04	0.05	1.61	1,039.00
Refrigerants	0.00	0.00	0.00	0.11	0.11
Total Direct Emissions ²	1,073.80	0.06	0.06	1.73	1092.87
Indirect Emissions					
Energy	297.00	0.02	0.01	0.00	268.00
Solid Waste	4.83	0.48	0.00	0.00	16.90
Water Demand	5.82	0.10	0.01	0.00	8.94
Total Indirect Emissions ²	277.65	0.60	0.01	0.00	293.84
Total Project-Related Emissions ²	1,386.71 MTCO ₂ e/year				
Notes:					
1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.					
2. Totals may be slightly off due to rounding.					
Refer to Appendix A, for detailed model input/output data.					

Direct Project-Related Sources of Greenhouse Gases

Construction Emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.²³ As shown in [Table 4.8-1](#), the proposed project would result in 29.46 MTCO₂e per year construction emissions when amortized over 30 years (or a total of 883.9 MTCO₂e in 30 years).

Area Source. Area source emissions were calculated using CalEEMod and project-specific land use data. Project-related area sources include natural gas consumption for space heating and exhaust emissions from landscape maintenance equipment, such as lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site. The project would directly result in 24.30 MTCO₂e per year from area source emissions; refer to [Table 4.8-1](#).

Mobile Source. CalEEMod relies upon trip generation rates from the *Project Scoping Form for the Traffic Study* prepared by Michael Baker International (dated June 1, 2023), and project specific land use data to calculate mobile source emissions. Based upon the trip generation rates, the proposed project would generate 755 average daily trips. The project would result in approximately 1,039.00 MTCO₂e per year of mobile source generated GHG emissions; refer to [Table 4.8-1](#).

Refrigerants. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. The proposed project would result in 0.11 MTCO₂e per year of GHG emissions from refrigerants; refer [Table 4.8-1](#).

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Southern California Edison (SCE) would provide electricity to the project site. The project would indirectly result in 268.00 MTCO₂e per year due to energy consumption; refer to [Table 4.8-1](#).

Solid Waste. Solid waste associated with operations of the proposed project would result in 16.90 MTCO₂e per year; refer to [Table 4.8-1](#).

Water Demand. The project operations would result in a demand of approximately 2.97 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 8.94 MTCO₂e per year; refer to [Table 4.8-1](#).

Total Project-Related Sources of Greenhouse Gases

As shown in [Table 4.8-1](#), the total amount of project-related GHG emissions from direct and indirect sources combined would total 1,386.71 MTCO₂e per year.

²³ The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008).

Consistency with Applicable GHG Plans, Policies, or Regulations

The GHG plan consistency for the project is based on the project's consistency with the CARB 2022 Scoping Plan, the SCAG 2020-2045 RTP/SCS, and applicable goals and policies from the City's General Plan. The 2022 Scoping Plan describes the approach the State will take to achieve carbon neutrality by 2045. The SCAG 2020-2045 RTP/SCS includes strategies for the region to reach the regional target of reducing GHG from transportation sector. The City's General Plan contains goals and policies that would help implement energy efficient measures and would subsequently reduce GHG emissions within the City.

Consistency with the 2022 CARB Scoping Plan

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

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

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	Consistent. The project would require 10 percent of the total number of parking spaces to be EV capable, 25 percent would be equipped with low power Level Two EV charging receptacles, and five percent are equipped with EV chargers in accordance with the 2022 Title 24 standards and CALGreen Code, which would promote alternative mode of transportation to reduce VMT. Additionally, the project would be in close proximity to public transportation stops. As such, the project would be consistent with this action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	Consistent. The project is expected to consist of natural gas heating and/or cooking on-site. The City of Menifee has not adopted an ordinance or program limiting the use of natural gas for on-site cooking and/or heating. However, if adopted, the project would comply with the applicable goals or policies limiting the use of natural gas equipment in the future. Furthermore, the project would install high efficiency lighting and appliances. As such, the project would be consistent with this action.
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045	Consistent. The City of Menifee has not adopted an ordinance or program requiring electricity-powered construction equipment. However, if adopted, the project would comply with the applicable goals or policies requiring the use of electric construction equipment in the future. As such, the project would be consistent with this action.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	Consistent. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. As such, the project would be consistent with this action.
Source: California Air Resources Board, 2022 Scoping Plan, November 16, 2022.	

Consistency with the SCAG 2020-2045 RTP/SCS

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

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

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
<ul style="list-style-type: none"> • Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking) 	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	Consistent. The project site is located within an area that is planned for residential, with uses to the north, south, and west presently developed with single-family residential uses. The proposed project would be required to incorporate pedestrian-oriented features, such as sidewalks to promote other forms of transportation. Existing Riverside Transit Agency (RTA) bus stops are located less than one mile to the south of the project site. Therefore, the project would focus growth near destinations and mobility options.

Table 4.8-3, continued

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Promote Diverse Housing Choices		
<ul style="list-style-type: none"> • Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions 	PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.	Consistent. The project would involve development of a residential community near existing bus stops, which increases housing supply and supports reduction of GHG emissions. Therefore, the project would be consistent with this reduction strategy.
Leverage Technology Innovations		
<ul style="list-style-type: none"> • Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation 	HQTA, TPAs, NMA, Livable Corridors.	Consistent. The project would require 10 percent of the total number of parking spaces to be EV capable, 25 percent would be equipped with low power Level Two EV charging receptacles, and five percent are equipped with EV chargers in accordance with the 2022 Title 24 standards and CALGreen Code. Therefore, the proposed project would leverage technology innovations and help the City, County, and State meet its GHG reduction goals. The project would be consistent with this reduction strategy.
Support Implementation of Sustainability Policies		
<ul style="list-style-type: none"> • Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities • (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies 	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	Consistent. As previously discussed, the proposed project would be located close to bus stops, which would promote alternative modes of transportation. The project would include common and private outdoor areas with landscaped planters, trees, and seating. Further, the project would comply with sustainable practices included in the CALGreen Code and 2022 Title 24 standards. Thus, the project would be consistent with this reduction strategy.

Table 4.8-3, continued

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
<ul style="list-style-type: none"> Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region Continue to support long range planning efforts by local jurisdictions Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy 		
Promote a Green Region		
<ul style="list-style-type: none"> Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration Integrate local food production into the regional landscape Promote more resource efficient development focused on conservation, recycling and reclamation Preserve, enhance and restore regional wildlife connectivity Reduce consumption of resource areas, including agricultural land Identify ways to improve access to public park space 	Green Region, Urban Greening, Greenbelts and Community Separators.	Consistent. The proposed project involves development of a residential community on a disturbed vacant lot and would therefore not interfere with regional wildlife connectivity or convert agricultural land. The project would be required to comply with CALGreen Code and 2022 Title 24 standards, which would help reduce energy consumption and reduce GHG emissions. Thus, the project would support efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this reduction strategy.
Source: Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal, September 3, 2020.		

Consistency with the City of Menifee General Plan

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

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

Goals and Policies	Project Consistency
Goal OSC-4: Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.	
Policy OSC-4.1: Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.	Consistent. The project would comply with 2022 Title 24 and CALGreen Code and incorporate energy efficiency building design features. As such, the project would be consistent with this policy.
Policy OSC-4.2: Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.	Consistent. The project would install solar photovoltaics panels and have electrical infrastructure to support a future battery system on the proposed two-story condominium units in compliance with 2022 Title 24 and CALGreen Code requirements. As such, the project would be consistent with this policy.
Goal OSC-9: Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.	
Policy OCS-9.5: Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.	Consistent. As discussed above, the project would comply with 2022 Title 24 and CALGreen Code. As such, the project would be consistent with this policy.
Source: City of Menifee, <i>General Plan</i> .	

Conclusion

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

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

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4.9 Hazards and Hazardous Materials

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

This section is primarily based upon the *Phase I Environmental Site Assessment Report, Coronado Condos, Riverside County, Assessor Parcel Numbers 335-440-001 and -035, Menifee, California*, prepared by Geocon West, Inc., dated April 2022; refer to Appendix E, Phase I ESA.

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

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

Construction

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

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

Operations

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

Mitigation Measures: No mitigation measures are required.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

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

Construction

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

Construction activities could also result in accidental conditions involving existing on-site contamination. However, based on the Phase I ESA, no evidence of Recognized Environmental Conditions (RECs) was identified in association with the project site. Therefore, this impact would be less than significant.

Operations

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

Mitigation Measures: No mitigation measures are required.

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

No Impact. There are no schools located within one-quarter mile of the project site. The nearest schools to the project site are Ridgemoor Elementary School (25455 Ridgemoor Road) located approximately 1.6 miles to the south-southwest; Kathryn Newport Middle School (29792 North Audie Murphy Road) located approximately 2.6 miles to the southwest; and Paloma Valley High School (31375 Bradley Road) located approximately 4 miles to the south-southeast. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

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

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

Mitigation Measures: No mitigation measures are required.

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

No Impact. The nearest airport to the project site is the Perris Valley Airport located approximately 2.3 miles to the northwest. According to the *Riverside County Airport Land Use Compatibility Plan*, the project site is not located within the Perris Valley Airport influence area and airspace protection area.²⁴ Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, project implementation would not expose people residing or working in the project area to excessive airport noise levels or safety hazards. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact with Mitigation Incorporated. As indicated in Section 4.17, Transportation, the project does not propose changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways. Access to the site would be provided via two entry points: one from Thornton Avenue and one from Esther Lane. The Riverside County Fire Department would review the proposed

²⁴ Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan*, Chapter 3 (Individual Airport Policies and Compatibility Maps), July 2010.

driveways and interior vehicular circulation network against the Department's requirements related to fire access and turning radius requirements. Further, should partial or full lane closures be required as part of project construction activities, implementation of a Traffic Management Plan (TMP) would minimize congestion and ensure safe travel, including emergency access in the project vicinity; refer to Mitigation Measure TRA-2. As such, project implementation would not interfere with the implementation of an emergency response plan or emergency evacuation plan. With implementation of Mitigation Measure TRA-2, impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-2 in Section 4.17.

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

Less Than Significant Impact. According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone Map Viewer, the project site is not located in a very high fire hazard severity zone (VHFHSZ); however, the southern half of the site is located in a high fire hazard severity zone and the northern half of the site is located in a moderate fire hazard severity zone within a State Responsibility Area.²⁵

In the event of a fire, adequate access and circulation for fire trucks would be provided through the proposed neighborhood. Entry and exit would be available from both Thornton Avenue and Esther Lane, with access available to all of the through streets within the development. As a result, project implementation would not result in exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. A less than significant impact would occur.

Mitigation Measures: No mitigation is required.

²⁵ California Department of Forestry and Fire Protection, *FHSZ Viewer*, <https://egis.fire.ca.gov/FHSZ/>, accessed August 21, 2023.

4.10 Hydrology and Water Quality

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

The information presented in this analysis is based on the *Preliminary Drainage Study, TTM 38577 Coronado at Menifee APN # 335-400-002,001, Menifee, Riverside County, California* (Drainage Study), prepared by FMCIVIL Engineers, Inc. (May 2, 2023); refer to [Appendix F1](#), and the *Preliminary Project Specific Water Quality Management Plan, Coronado Condos* (WQMP), prepared by FMCIVIL Engineers, Inc. (May 2, 2023), refer to [Appendix F2](#).

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

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

Construction

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

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

- During the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; and
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high.

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

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

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

Operations

In compliance with Municipal Code Chapter 15.01, *Storm Water/Urban Runoff*, a project-specific Water Quality Management Plan (WQMP) was prepared to implement post-construction BMPs that help infiltrate or treat stormwater runoff, control peak flow discharge, and reduce post-construction pollutant discharge into the City’s stormwater conveyance systems; refer to [Appendix F2](#). According to the project’s preliminary WQMP, anticipated and potential pollutants would include the following: bacterial indicators, nutrients, pesticides, sediments, trash and debris, and oil and grease. The receiving waters that the project site is tributary to include Salt Creek Channel; Canyon Lake; San Jacinto River (Reach 1); and Lake Elsinore.

According to the project’s Drainage Study, the project site generally drains in an easterly direction. As discussed previously, the site has an existing RCFCWCD facility that outlets onto the property. The flows from the existing storm drain then travel in an easterly direction via an earthen swale. Offsite flows from the properties to the south are tributary to this stream and ultimately end up in an existing depressed inlet that is located on Murrieta Road east of the project

site. From there the flows enter Lateral E-1 of the Thornton Avenue storm drain and into Line E. The Line E storm drain outlets into the Sun City Channels. Ultimately, these flows are conveyed via a series of natural swales into the Canyon Lake Reservoir.

During the proposed condition, the offsite drainage areas would not enter the project site. According to the project's Drainage Study, the project would utilize a subsurface storm drain, drainage inlets, and underground infiltration system (chambers) to convey peak flows and to serve as the water treatment for the project site. The combined offsite drainage areas total approximately 6.11 acres, of which 4.14 acres is tributary to the partial 12-foot street improvements that are complete on the southerly street width of Esther Lane. An earthen swale would intercept these flows and bypass the project site and convey the flows to Murrieta Road. The remaining offsite area is tributary to the northerly half width of Esther Lane. Here the flows would bypass the site and make its way onto Murrieta Road. Once the flows enter Murrieta Road, they would follow the natural drainage course and enter the existing inlet that is on Murrieta Road.

Additional source control (i.e., structural) and non-structural measures are identified in the project's WQMP; refer to Appendix F2. Compliance with project-specific BMPs identified in the project description and preliminary WQMP and adherence to applicable State requirements would ensure long-term water quality impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The proposed project would increase impervious surfaces at the project site compared to existing conditions. However, implementation of the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project impedes sustainable groundwater management of the basin. According to the Geotechnical Investigation, the California State Water Resources Control Board's GeoTracker online environmental data management system was searched for groundwater information at the nearest facility with a groundwater monitoring array such as leaking underground storage tank (LUST) facilities or other agency-regulated cleanup sites. A total of 19 groundwater monitoring wells were installed at a Shell Oil Company service station approximately one mile to the southeast of the project site. Groundwater depths at this facility ranged from approximately 37 to 46 feet below existing grade. Groundwater depth at the project site is anticipated to be similar or deeper with groundwater flow direction likely to be generally consistent with the topography. Further, the project site is not currently used for groundwater extraction or groundwater recharge.

Eastern Municipal Water District (EMWD) would provide domestic water supply service to the project site. According to the EMWD's 2020 Urban Water Management Plan, local supplies such as recycled water, potable groundwater, and desalinated groundwater provide for half of EMWD's supply, while the other half is supplied by the Metropolitan Water District (MWD), which is imported into the EMWD service area. While local groundwater basins are currently in a state of overdraft, EMWD is contributing to the replenishment of local groundwater basins by providing recycled water in lieu of groundwater production for outdoor irrigation water use. EMWD is also party to agreements with other local agencies to limit groundwater extraction. As such, sufficient water supplies are available from EMWD to serve the proposed project, and that local groundwater basins would not be substantially depleted as a result of serving the project.

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

Mitigation Measures: No mitigation measures are required.

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

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

Less Than Significant Impact. The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river. The site has an existing RCFCWCD facility that outlets onto the property. The flows from the existing storm drain then travel in an easterly direction via an earthen swale. The project would reroute the existing RCFCWCD drainage facility such that flows enter the proposed drainage inlets and subsurface storm drain system to be conveyed south to Esther Lane, eventually flowing to Murrieta Road. Project compliance with the General Construction Permit requirements and Municipal Code Chapter 15.01 would minimize erosion and water quality impacts during construction to less than significant levels; refer to Response 4.10(a).

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

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Under current conditions, the RCFCWCD facility/outlet discharges to an existing earthen flood control channel in the southwest portion of the project site. Surface runoff currently flows easterly across the project site. According to the project's Drainage Study, the project would utilize a subsurface storm drain, drainage inlets, and underground infiltration system (chambers) to convey peak flows and to serve as the water treatment for the project site. All on-site storm water would be captured in accordance with Santa Ana RWQCB Order Number R8-2010-0033, National Pollutant Discharge Elimination System Permit No. CAS618033, also known as the Municipal Separate Storm Sewer System or MS4 permit. Thus, as the proposed storm drain system would meet MS4 permit requirements, impacts concerning on- or off-site flooding would be less than significant.

Mitigation Measures: No mitigation measures are required.

- 3) ***Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

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

Mitigation Measures: No mitigation measures are required.

4) *Impede or redirect flood flows?*

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

Mitigation Measures: No mitigation measures are required.

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

No Impact.

Flood Hazard

According to the Federal Emergency Management Agency's *National Flood Hazard Layer*, the project site is not located within a 100-year flood hazard area.²⁶ No impact would occur in this regard.

Tsunami

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

Seiche

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

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans or prepare an alternative to a groundwater sustainability plan. The project site is located within San Jacinto Basin, which is ranked as a "high" priority basin.²⁷ Therefore, EMWD has prepared and implemented its West San Jacinto Groundwater Basin Management Plan. The Management Plan is intended to protect the vested interests of existing groundwater producers while providing a planning framework for new water supply projects for the benefit of groundwater producers and the public. The Management Plan goals include:

- Establishment of a Groundwater Basin Manager
- Monitoring of Groundwater Production
- Monitoring of Groundwater Level and Quality

²⁶ Federal Emergency Management Agency, *FEMA Flood Map Service Center: National Flood Hazard Layer FIRMette*, <https://msc.fema.gov/portal/search?AddressQuery=menifee#searchresultsanchor>, accessed August 18, 2023.

²⁷ California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, <https://gis.water.ca.gov/app/bp-dashboard/final/>, accessed August 21, 2023.

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

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

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

Mitigation Measures: No mitigation measures are required.

4.11 Land Use and Planning

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

a) *Physically divide an established community?*

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

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

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project site has a General Plan land use designation of 5.1-8 dwelling units per acre (du/ac) Residential (5.1-8 R), which allows single-family attached and detached development. The site has a zoning designation of Low Medium Density Residential (LMDR), which also allows single-family attached and detached development (5.1-8 du/ac). The density of the project would be approximately 8.0 du/ac, which is within the allowable density range of 5.1-8 du/ac for land with the Low Medium Density Residential zoning designation. As such, the proposed project is consistent with the existing land use and zoning designations.

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

Mitigation Measures: No mitigation measures are required.

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4.12 Mineral Resources

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

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. According to the California Department of Conservation (Division of Mines and Geology), the majority of the project site is designated as Mineral Resource Zone 1 (MRZ-1), which indicates areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.²⁸ The western-most portion of the project site is classified as “Urban Area” by the General Plan. No known mineral resource recovery sites are known to occur within or adjacent to the project site, and no sites are identified in the General Plan Open Space and Conservation Element. Therefore, the project would not result in the loss of availability of known mineral resources. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact. Refer to Response 4.12(a). The project site is not located in an area designated for locally-important mineral resources and is not utilized for mineral resource production. Therefore, the project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

²⁸ California Department of Conservation, Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Temescal Valley Production Area, Riverside County, California, 2014.

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4.13 Noise

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

This section is primarily based upon [Appendix G, Noise Modeling](#).

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

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

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

Regulatory Framework

State

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

Table 4.13-1
Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (L _{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial, Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA
Notes: NA = Not Applicable; L _{dn} = Day/Night Average; CNEL = community noise equivalent level; dBA = A-weighted decibels				
<u>Normally Acceptable</u> - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.				
<u>Conditionally Acceptable</u> - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.				
<u>Normally Unacceptable</u> - New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.				
<u>Clearly Unacceptable</u> - New construction or development should generally not be undertaken.				
Source: State of California Governor's Office of Planning and Research, <i>General Plan Guidelines</i> , July 2017.				

Local

City of Menifee General Plan

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

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

- Policy N-1.1: Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.
- Policy N-1.2: Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.
- Policy N-1.3: Require noise abatement measures to enforce compliance with any applicable regulatory mechanisms, including building codes and subdivision and zoning regulations, and ensure that the recommended mitigation measures are implemented.
- Policy N-1.4: Regulate the control of nuisances, such as residential party noise and barking dogs, through the city's Municipal Code.
- Policy N-1.7: Mitigate exterior and interior noises to the levels listed in the table below (Table 4.13-2, Stationary Source Noise Standards; refer to General Plan Table N-1, Stationary Source Noise Standards) to the extent feasible, for stationary sources adjacent to sensitive receptors:

Table 4.13-2
City of Menifee Stationary Noise Standards

Land Use (Residential)	Interior Standards	Exterior Standards
10:00 p.m. – 7:00 a.m.	40 L _{eq} (10-minute)	45 L _{eq} (10-minute)
7:00 a.m. – 10:00 p.m.	55 L _{eq} (10-minute)	65 L _{eq} (10-minute)
Source: City of Menifee, <i>City of Menifee General Plan, Table N-1, Stationary Source Noise Standards</i> , adopted 2013; City of Menifee, <i>City of Menifee Municipal Code, Section 9.210.060(D), Table 9.215.060-1, Stationary Source Noise Standards</i> , current through Ordinance 2020-295, passed April 15, 2020.		

- Policy N-1.9: Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures.
- Policy N-1.13: Require new development to minimize vibration impacts to adjacent uses during demolition and construction.
- Policy N-1.17: Prevent the construction of new noise-sensitive land uses within airport noise impact zones. New residential land uses within the 65 dB CNEL contours of any public-use or military airports, as defined by the Riverside County Airport Land Use Commission, shall be prohibited.
- Policy N-1.20: Adhere to any applicable Riverside County Airport Land Use Commission Land Use Commission land use compatibility criteria, including density, intensity, and coverage standards.

Menifee Municipal Code

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

8.01.010 Hours of Construction.

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

9.215.060 Noise Control Regulations

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

8. Property maintenance, including, but not limited to, the operation of lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of 7:00 a.m. and 8:00 p.m.
10. Heating and air conditioning equipment in proper repair.

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

1. Private construction projects, with or without a Building Permit, located one-quarter of a mile or more from an inhabited dwelling.
2. Private construction projects, with or without a building permit, located within one-quarter of a mile from an inhabited dwelling, shall be permitted Monday through Saturday, except nationally recognized holidays, 6:30 a.m. to 7:00 p.m., or specified in Section 8.01.010. There shall be no construction permitted on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.
3. Construction-related exceptions. If construction occurs during off hours or exceeds noise thresholds, an application for a construction-related exception shall be made using the temporary use application provided by the Community Development Director in Chapter 9.105 of this Title. For construction activities on Sunday or nationally recognized holidays, Section 8.01.010 of this Code shall prevail.

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

9.215.070 Vibrations

All uses shall be so operated so as not to generate vibration discernible without instruments by the average person while on or beyond the lot upon which the source is located or within an adjoining enclosed space if more than one establishment occupies a structure. Vibration caused by motor vehicles, trains and temporary construction is exempted from this standard.

Existing Conditions

The project site is located in an urban area. Noise sources in the project area include the use of mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] units) and motor vehicle use along Thornton Avenue. The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Sources

Most of the existing mobile source noise in the project area is generated from vehicles traveling along Thornton Avenue.

Noise Measurements

To quantify existing ambient noise levels in the vicinity of the project site, two noise measurements were taken on July 27, 2023; refer to [Table 4.13-3, Noise Measurements](#). The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Two ten-minute measurements were taken between 10:30 a.m. and 11:00 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day.

**Table 4.13-3
Noise Measurements**

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
1	In front of 27340 Uppercrest Court	40.3	29.7	58.6	10:41 a.m.
2	Northern boundary of the project site along Thornton Avenue	57.2	34.4	78.9	10:55 a.m.
Notes: dBA = A-weighted decibels, L_{eq} = Equivalent Sound Level; L_{min} = Minimum Sound Level; L_{max} = Maximum Sound Level, Peak = Highest Instantaneous Sound Level					
Source: Michael Baker International, July 27, 2023.					

As shown in [Table 4.13-3](#), the ambient recorded noise level in the project vicinity ranged between 40.3 dBA and 57.2 dBA. The source of the highest instantaneous sound levels came from vehicles passing along Uppercrest Court and Thornton Avenue. The results of the field measurements are included in [Appendix G, Noise Modeling](#).

Noise Sensitive Receptors

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

Impact Analysis

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

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

Construction

The project involves construction activities associated with grading, paving, building construction, and architectural coating applications. The project would be constructed over approximately 25 months and require approximately 1,600 cubic yards of soil import. Ground-borne noise and other types of construction-related noise impacts would typically occur during the initial earthwork phases. This phase of construction has the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in Table 4.13-4, Maximum Noise Levels Generated by Typical Construction Equipment. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Noise levels depicted in Table 4.13-4 represent maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. The closest sensitive receptors to the project construction activities are single-family residences located adjacent to the west. At the distance of 5 feet, construction noise levels could range between approximately 94 dBA and 105 dBA; refer to Table 4.13-4. Although sensitive receptors may be exposed to increased noise levels during project construction, construction activities are exempt from the City's noise thresholds as it is a normal part in the urban life and the project would be required to comply with the City's allowable construction hours (Municipal Code Section 9.215.060[C][2]). Municipal Code Section 8.01.010, *Hours of Construction*, permits construction activities between 6:30 a.m. to 7:00 p.m. Monday through Saturday. Construction activities are not allowed on Sundays or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer. Furthermore, the project would be required to comply Standard Condition SC-NOI-1 with regard to the permitting hours of construction activities. Therefore, with project compliance with Standard Condition SC-NOI-1, impacts would be less than significant in this regard.

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

Type of Equipment	Acoustical Use Factor ¹	L_{max} at 50 Feet (dBA)	L_{max} at 100 Feet (dBA)
Backhoe	50	78	72
Compressor	40	78	72
Concrete Saw	20	90	84
Dozer	40	82	76
Dump Truck	40	76	70
Excavator	40	81	75
Flatbed Truck	40	74	68
Grader	40	85	79
Loader	40	79	73

Table 4.13-4, continued

Type of Equipment	Acoustical Use Factor ¹	L _{max} at 50 Feet (dBA)	L _{max} at 100 Feet (dBA)
Paver	50	77	71
Roller	20	80	74
Scraper	40	85	79
Tractor	40	84	78
Water Truck	40	80	74
Note:			
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.			
Source: Federal Highway Administration, Roadway Construction Noise Model (FHWA-HEP-05-054), January 2006.			

Operations

Mobile Noise

Future development generated by the proposed project would result in on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. As determined by the California Department of Transportation (Caltrans) in the *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (September 2013), a doubling in roadway traffic volumes is required to generate any noticeable increase in roadway noise levels.²⁹ Based on data provided by the *Project Scoping Form for the Traffic Study* prepared by Michael Baker International, dated June 1st, 2023, the project would generate approximately 755 average daily trips (ADT). The nearest roadway segment of the project vicinity currently experiences approximately 7,900 ADT along Murrieta Road (North of McCall Boulevard).³⁰ As such, the project's minimal trip generation (approximately 755 ADT) would not double existing traffic volumes along nearby roadways and an increase in traffic noise along local roadways would be imperceptible. Project-related traffic noise impacts would be less than significant.

Stationary Noise Impacts

Stationary noise sources associated with the proposed project would include mechanical equipment, slow-moving trucks, parking activities, and outdoor gathering area. These noise sources are typically intermittent and short in duration. Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.³¹ All stationary noise activities would be required to comply with the City's Noise Ordinance and the California Building Code requirements pertaining to noise attenuation.

Mechanical Equipment

Heating Ventilation and Air Conditioning (HVAC) units typically generate noise levels of approximately 66 dBA L_{eq} at 3 feet from the source.³² HVAC units could be included on the side or the roof of the proposed buildings. Buildings 1 through 11 represent the closest proposed buildings to sensitive receptors. Potential HVAC units of the parcels would be located as close as 15 feet from the nearest sensitive receptors to the west. At this distance, potential noise from HVAC units would be approximately 52 dBA, which would be lower than existing maximum noise levels near the site; refer to Table 4.13-3. Furthermore, properly functioning HVAC units are exempt from the City's Noise Ordinance pursuant to Municipal Code Section 9.215.060(B.10) per Standard Condition SC-NOI-2. Therefore, the nearest

²⁹ California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

³⁰ City of Menifee, *General Plan Environmental Impact Report, Appendix I Traffic Study*, December 18, 2013.

³¹ Cyril M. Harris, *Noise Control in Buildings*, 1994.

³² Berger, Elliott H., et al., *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

sensitive receptors would not be directly exposed to substantial noise from on-site mechanical equipment and impacts would be less than significant.

Slow-Moving Trucks

The project proposes a residential development that would necessitate occasional garbage and truck delivery operations. Typically, a medium 2-axle truck used to make deliveries can generate a maximum noise level of 79 dBA at 50 feet.³³ These are levels generated by a truck that is operated by an experienced “reasonable” driver with typically applied accelerations. Higher noise levels may be generated by the excessive application of power. Lower levels may be achieved but would not be considered representative of a normal truck operation. The proposed project is not anticipated to require a significant number of truck deliveries. Garbage and delivery trucks currently service the surrounding area, and thus would not introduce a new source of noise to the site vicinity. As such, impacts would be less than significant in this regard.

Parking Areas

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

**Table 4.13-5
Typical Noise Levels Generated by Parking Lots**

Noise Source	Maximum Noise Levels at 50 Feet from Source
Automobile, door slamming	61 dBA L_{eq}
Automobile, warming up	36 dBA L_{eq}
Automobile, engine idling	53 dBA L_{eq}
Source: Kariel, H. G., Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10, 1991.	

The project would provide 236 parking spaces. As shown in Table 4.13-5, parking activities can result in noise levels up to 61 dBA at 50 feet. It is noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in Table 4.13-5. The proposed project would have intermittent parking activities noise due to the movement of vehicles. The nearest sensitive receptors would be located approximately 90 feet from parking areas associated with dwelling units on the western portion of the project site. At this distance, noise levels from parking activities would range from 31 to 56 dBA. Additionally, an existing wall would separate the proposed project site and the nearest sensitive receptors, and there would be residential building located in between the parking areas and sensitive receptors blocking the line-of-sight, which would result in further noise level reduction of approximately 15 dBA.³⁴ Therefore, parking activities noise would be reduced to the range of 16 to 41 dBA at the nearest sensitive receptors. As such, parking lot noise levels would not exceed the City’s exterior daytime (i.e., 65 dBA) noise standards for residential uses and would be lower than existing ambient noise levels near the site; refer

³³ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

³⁴ Federal Highway Administration, *Roadway Construction Noise Model User’s Guide*, January 2006, https://www.gseventcenter.com/Draft_SEIR_References/2006_01_Roadway_Construction_Noise_Model_User_Guide_FHWA.pdf, accessed July 26, 2023.

to [Table 4.13-3](#). Further, parking activity noise currently exists within the adjacent residential neighborhoods and would not represent a new source of noise. Impacts would be less than significant in this regard.

Outdoor Gathering Area

The proposed project includes a recreational center and public open space in the center of the project site. The open space has the potential to be accessed by groups of people intermittently for gathering, etc. Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking.³⁵ This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members.³⁶ Therefore, crowd noise would be approximately 62 dBA at one meter from the source (i.e., the outdoor gathering areas).

The nearest sensitive receptors would be the residential uses to the west of the project site, located approximately 145 feet from the public outdoor gathering area. Therefore, crowd noise at the nearest sensitive receptor would be 28 dBA, which would not exceed the City's noise standards for residential uses (i.e., 65 dBA for daytime and 45 dBA for nighttime) and would be lower than existing ambient noise levels near the site; refer to [Table 4.13-3](#). Additionally, noise would also be generated in private backyards connected to the proposed condominium units. However, noise generated from the public outdoor gathering area and private backyards connected to the condominium units would be reduced by the surrounding buildings and boundary walls.³⁷ As such, project noise associated with outdoor gathering area would not introduce an intrusive noise source over the existing condition. Thus, a less than significant impact would occur in this regard.

Standard Conditions and Requirements: Refer to Standard Conditions SC-NOI-1 and SC-NOI-2 below.

SC-NOI-1 The project shall comply with 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 project shall comply with 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.

³⁵ M.J. Hayne, et al, *Prediction of Crowd Noise*, Acoustics, November 2006.

³⁶ Ibid.

³⁷ Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, January 2006, https://www.gsweventcenter.com/Draft_SEIR_References/2006_01_Roadway_Construction_Noise_Model_User_Guide_FHWA.pdf, accessed July 26, 2023.

Mitigation Measures: No mitigation measures are required.

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

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

The California Department of Transportation (Caltrans) *Transportation and Construction Vibration Manual* identifies various vibration damage criteria for different building classes. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. For most commercial and industrial structures that are engineered concrete and masonry buildings, the FTA architectural damage criterion for continuous vibrations is 0.3 in/sec. For most residential structures that are non-engineered timber and masonry buildings, the FTA architectural damage criterion for continuous vibrations is 0.2 in/sec. As the nearest structures are residential buildings located approximately 30 feet to the west of project construction activities, the architectural damage criterion for continuous vibrations at non-engineered timber and masonry buildings of 0.2 inch-per-second peak particle velocity (PPV) is utilized. Typical vibration produced by construction equipment is illustrated in Table 4.13-6, Typical Vibration Levels for Construction Equipment.

**Table 4.13-6
Typical Vibration Levels for Construction Equipment**

Equipment	Approximate peak particle velocity at 25 feet (inch/sec)	Approximate peak particle velocity at 100 feet (inch/sec) ¹
Large bulldozer	0.089	0.0111
Loaded trucks	0.076	0.0095
Jackhammer	0.035	0.0044
Small bulldozer	0.003	0.0004
Notes: 1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$ where: PPV _{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance PPV _{ref} = the reference vibration level in in/sec from Table 7-4 of the FTA <i>Transit Noise and Vibration Impact Assessment Guidelines</i> D = the distance from the equipment to the receiver		
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , Table 7-4 Vibration Source Levels for Construction Equipment, September 2018.		

The nearest structure are the single-family residential structures located 30 feet to the west of the construction activities. As indicated in Table 4.13-6, vibration velocities from typical heavy construction equipment used during project construction would range from 0.0023 to 0.0677 in/sec PPV at 30 feet from the source of activity, which would not exceed the FTA's 0.2 in/sec PPV threshold. Additionally, the project would not utilize heavy-duty construction equipment with noticeable vibration levels (e.g., vibratory rollers, pile drivers, etc.) near off-site uses or nearby structures. As such, the impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Less Than Significant Impact. The nearest airport to the project site is the Perris Valley Airport located approximately 2.3 miles to the northwest. The project site is not located within two miles of the airport and the project is not located within the Perris Valley Airport noise contours.³⁸ Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels associated with aircraft. As such, the impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

³⁸ County of Riverside, *Riverside County Airport Land Use Compatibility Plan, Perris Valley Airport*, July 2010.

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4.14 Population and Housing

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

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

Less Than Significant Impact. A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The project would construct 73 one- and two-story multi-family condominium units, which would be permitted under the LMDR zoning designation for the project site.

The proposed project is not anticipated to induce substantial unplanned population growth in the area, either directly or indirectly. Based on the City's average household size of 2.89, the project would introduce up to 211 new residents.³⁹ As a residential housing development, the project would not generate new permanent jobs. Thus, the project would not result in indirect population growth from potential employees relocating to the City. Therefore, potential population growth associated with the project would represent only a 0.19 percent increase over the City's estimated 2023 population of 110,034 persons.⁴⁰ As such, although nominal, the project would induce population growth in a local context.

Potential population growth impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. The Southern California Association of Governments (SCAG) growth forecasts estimate the City's population to reach 129,800 persons by 2045, representing a total increase of 40,200 persons between 2016 and 2045.⁴¹ SCAG's regional growth projections are based upon long-range development assumptions (i.e., General Plans) of the relevant jurisdiction. The project's anticipated resident population (211 persons) would represent 0.16 percent of the 2045 population anticipated for the City.

Although the project would result in direct population growth, the proposed project would not induce substantial unplanned population growth exceeding existing local conditions (0.19 percent increase) and/or regional populations projections (0.16 percent of the total projected 2045 population of the City). Additionally, buildout of the project site under the LMDR zoning was already contemplated in the General Plan and regional growth forecasts. As a result, the project would result in less than significant impacts to unplanned population growth.

³⁹ California Department of Finance Demographic Research Unit, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2022-2023 with 2020 Benchmark*, Sacramento, California, January 2023.

⁴⁰ Ibid.

⁴¹ Southern California Association of Governments, *Current Context: Demographics and Growth Forecast Technical Report*, September 3, 2020.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

4.15 Public Services

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

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

1) ***Fire protection?***

Less Than Significant Impact. The City contracts with the Riverside County Fire Department. The nearest fire station to the project site is Sun City Station 7 located at 28349 Bradley Road, approximately 1.4 miles southeast of the project site.

Construction

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

Operation

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

Municipal Code Chapter 8.20, *Fire Code*, which adopts by reference the 2022 edition of the California Fire Code. The California Fire Code includes site access requirements and fire safety precautions. The City would also collect a one-time development impact fee in accordance with Municipal Code Chapter 17.01, which is imposed on all new development to help pay its fair share of costs in upgrading County fire facilities, as needed. Payment of these fees would help fund the acquisition, design, and construction of new fire facilities and would minimize the project's operational impacts to fire protection services to the greatest extent practicable. Collection of development impact fees and compliance with all Riverside County Fire Department and Municipal Code provisions would ensure operational impacts concerning fire protection services are less than significant.

Mitigation Measures: No mitigation measures are required.

2) Police protection?

Less Than Significant Impact. The Menifee Police Department (MPD) provides police protection services to the City. The MPD headquarters is located approximately 2.9 miles southeast of the project site 29714 Haun Road Unit-A.

Construction

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

Operations

Project operations would increase demands for police protection services above existing conditions. However, this increase would not require the construction of any new or physically altered MPD facilities. Project implementation would be subject to compliance with applicable local regulations to reduce impacts to police protection services, such as Municipal Code Chapter 8.04. Specifically, Municipal Code 8.04.010 adopts by reference the CBC, which includes emergency access requirements which would minimize site safety hazards and potential operational impacts to police services. In addition, the City would collect a one-time development impact fee in accordance with Municipal Code Chapter 17.01, which is imposed on all new development to help pay its fair share of costs in upgrading MPD facilities, as needed. Payment of these fees would help fund the acquisition, design, and construction of new MPD facilities and would minimize the project's operational impacts to police protection services to the greatest extent practicable. Collection of development impact fees and compliance with all Municipal Code provisions would ensure operational impacts concerning police protection services are less than significant.

Mitigation Measures: No mitigation measures are required.

3) Schools?

Less Than Significant Impact. The project site is located within the boundaries of the Menifee Union School District (preschool through grade 8) and the Perris Union High School District (serving grades 9 through 12). The nearest schools to the project site are Ridgemoor Elementary School (25455 Ridgemoor Road) located approximately 1.6 miles to the south-southwest; Kathryn Newport Middle School (29792 North Audie Murphy Road) located approximately 2.6 miles to the southwest; and Paloma Valley High School (31375 Bradley Road) located approximately 4 miles to the south-southeast.

As indicated in Section 4.14, the project includes the development of 73 condominium units, which could generate additional students within the project area. Although the project would result in an increased demand for Menifee Union School District services, the project would be required to comply with Senate Bill (SB) 50 requirements, which allow school districts to collect impact fees from developers of new residential projects. According to Section 65996 of the California Government Code, payment of statutory fees is considered full mitigation for new development projects. Thus, upon payment of required fees by the project applicant consistent with existing State requirements, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Parks?

Less Than Significant Impact. The City Community Services Department currently operates and maintains 41 parks within the City. Fifteen parks located west of I-215 and four parks located east of I-215 (19 total) are operated and maintained by the City, and 22 parks located east of I-215 are operated and maintained by the Valley-Wide Recreation and Park District.⁴² The project would contain an approximately 71,601-square-foot common open space area inclusive of a dog park, tot lot, and bench seating, and is not anticipated to result in substantial unplanned population growth in the City; refer to Section 4.14. In addition, the City would collect a one-time development impact fee in accordance with Municipal Code Chapter 17.01, which is imposed on all new development to help pay its fair share of costs in maintaining and upgrading park facilities, as needed. Payment of these fees would help fund the acquisition, design, and construction of new park and recreation facilities and would minimize the project's operational impacts to parks and recreation facilities to the greatest extent practicable. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

Less Than Significant Impact. Other public facilities that could potentially be impacted by the proposed project include library services. The nearest library to the project site, Sun City Library, is operated by the Riverside County Library System. It is located at 26982 Cherry Hills Boulevard, Sun City, CA 92586, located 1.3 miles southeast of the project site. The project's nominal population increase is not anticipated to result in a significant impact on library services. Nonetheless, the City would collect a one-time development impact fee in accordance with Municipal Code Chapter 17.01, so that the project would pay its fair share of costs in maintaining and upgrading library facilities, as needed. Payment of these fees would help fund the acquisition, design, and construction of new library facilities and would minimize the project's operational impacts to library facilities to the greatest extent practicable. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

⁴² City of Menifee, Community Services Department, *City Maintained Parks*, <https://www.cityofmenifee.us/285/City-Maintained-Parks>, accessed August 18, 2023.

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4.16 Recreation

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

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

Less Than Significant Impact. Refer to Response 4.16(a)(4).

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Response 4.16(a)(4).

Mitigation Measures: No mitigation measures are required.

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4.17 Transportation

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

This section is primarily based upon the following technical reports:

- *Transportation Impact Analysis, Coronado Condos*, prepared by Michael Baker International, dated August 14, 2023, and;
- *Coronado Condos VMT Assessment*, prepared by Michael Baker International, dated August 14, 2023.

Refer to [Appendix H1, *Transportation Impact Analysis*](#), and [Appendix H2, *VMT Assessment*](#).

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

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

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

- Existing Conditions
- Existing Plus Project Conditions
- Opening Year 2025 Without Project Conditions
- Opening Year 2025 With Project Conditions

STUDY AREA

The following study intersections were examined as part of the TIA:

1. Thornton Avenue/Amber Rock (Two-Way Stop Control)
2. Thornton Avenue/Murrieta Boulevard (Two-Way Stop Control)
3. Murrieta Road/Esther Lane (Two-Way Stop Control)
4. Murrieta Road/Chambers Avenue (All-Way Stop Control)
5. Murrieta Road/McCall Boulevard (Signalized)
6. McCall Boulevard/Sun City Boulevard (Signalized)
7. McCall Boulevard/Bradley Road (Signalized)
8. McCall Boulevard/I-215 Southbound Ramps (Signalized)
9. McCall Boulevard/I-215 Northbound Ramps (Signalized)

The following study roadway segments were examined as part of the TIA:

1. Murrieta Road from Esther Lane to Chambers Avenue
2. Murrieta Road from Chambers Avenue to McCall Boulevard
3. McCall Boulevard from Murrieta Road to Sun City Boulevard
4. McCall Boulevard from Sun City Boulevard to Bradley Road
5. McCall Boulevard from Bradley Road to I-215 Southbound Ramps

These nine (9) intersections and five (5) roadway segments have been identified in coordination with City staff as locations where traffic operations could potentially be impacted by the proposed project.

LOS METHODOLOGY

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on traffic control and experienced delay at the intersection. The intersection analysis conforms to the operational analysis methodology outlined in the *Highway Capacity Manual (HCM 6th Edition)* and performed utilizing *Synchro 11* traffic analysis software.

The *HCM* analysis methodology describes the operation of an intersection using a range of level of service from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle for study intersections as shown in Table 4.17-1, *HCM Intersection Level of Service Criteria*.

For signalized intersections, signal timing data and parameters such as cycle lengths, splits, clearance intervals, etc. were obtained from the current signal timing data sheets provided by City staff and incorporated into the Synchro model. Synchro reports average vehicle delay for a signalized intersection, which correspond to a particular LOS, to describe the overall operation of an intersection.

Unsignalized intersection LOS for all-way stops and roundabouts is based on the average vehicle delay for all approaches. Average vehicle delay for one-way or two-way stop-controlled intersections is influenced by available gaps in traffic flow on the non-controlled approaches and LOS is based on the approach with the worst delay.

Table 4.17-1
HCM Intersection Level of Service Criteria

Level of Service	Control Delay (seconds/vehicle) Signalized Intersections	Control Delay (seconds/vehicle) Unsignalized Intersections	Description
A	≤ 10	≤ 10	Operates with very low delay and most vehicles do not stop.
B	> 10 to 20	> 10 to 15	Operates with good progression with some restricted movements.
C	> 20 to 35	> 15 to 25	Operates with significant number of vehicles stopping with some backup and light congestion.
D	> 35 to 55	> 25 to 35	Operates with noticeable congestion, longer delays occur, and many vehicles stop.
E	> 55 to 80	> 35 to 50	Operates with significant delay, extensive queuing and unfavorable progression.
F	> 80	> 50	Operates at a level that is unacceptable to most drivers. Arrival rates exceed capacity of the intersection. Extensive queuing occurs.

Source: Michael Baker International, *Transportation Impact Analysis, Coronado Condos*, August 14, 2023; refer to [Appendix H1](#).

PERFORMANCE CRITERIA

City of Meniffee Facilities

The City's LOS Guidelines identify two minimum operating conditions. The minimum acceptable condition is LOS D for locations in the City. LOS E is identified as acceptable only in capacity constrained locations near I-215. Improvements or fair share contributions are required if a project does not meet the City's LOS standards. Per the City's LOS Guidelines, a project would result in adverse effects:

1. "If the pre-project condition at an intersection or roadway segment is at or better than the minimum acceptable LOS (LOS D or LOS E at constrained locations near I-215) and the addition of project trips results in unacceptable LOS (LOS E or LOS F)."
2. "If the pre-project condition is LOS E or F and the project adds 50 or more peak hour trips to the intersection or roadway segment. This type of impact would be considered a "cumulative" project impact in which the project would be required to contribute a fair share payment toward reducing the impact."

Caltrans Facilities

Within the study area, there are two (2) intersections that are within Caltrans jurisdiction which include the I-215 Northbound Ramps at McCall Boulevard and I-215 Southbound Ramps at McCall Boulevard. For purposes of this analysis, the requirements for improvements established for the study locations within the City's jurisdiction were also applied to the study intersections within Caltrans jurisdiction.

EXISTING CONDITIONS

Existing Intersections Level of Service

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

Table 4.17-2
Existing Intersection Analysis Results

ID	Intersection	Control Type ²	Existing Year			
			AM Peak Hour		PM Peak Hour	
			LOS	Delay ¹	LOS	Delay ¹
1	Thornton Avenue/Amber Rock	TWSC	A	9.0	A	9.1
2	Thornton Avenue/Murrieta Road	TWSC	B	10.6	B	12.5
3	Murrieta Road/Esther Lane	TWSC	A	9.9	B	11.4
4	Murrieta Road/Chambers Avenue	AWSC	B	13.0	B	12.3
5	Murrieta Road/McCall Boulevard	Signal	C	32.0	C	32.3
6	McCall Boulevard/Sun City Boulevard	Signal	C	27.2	D	48.0
7	McCall Boulevard/Bradley Road	Signal	D	54.0	D	48.9
8	McCall Boulevard/I-215 Southbound Ramps	Signal	C	27.6	D	47.0
9	McCall Boulevard/I-215 Northbound Ramps	Signal	C	22.0	D	43.5
Source: Michael Baker International, <i>Transportation Impact Analysis, Coronado Condos</i> , August 14, 2023; refer to Appendix H1 .						
Notes:						
1 Delay is expressed in seconds per vehicle.						
2 TWSC = Two-Way Stop-Controlled; AWSC = All-Way Stop-Controlled						

Existing Roadway Segment Level of Service

Table 4.17-2, *Existing Roadway Segment Analysis Results*, presents existing segment LOS conditions during a typical weekday. Per the City's LOS Guidelines capacity values, all five study roadway segments currently operate under LOS C capacity.

Table 4.17-3
Existing Roadway Segment Analysis Results

Roadway	Segment	Number of Lanes	Roadway Classification	LOS E Capacity	ADT	V/C	LOS
Murrieta Road	Esther Lane to Chambers Avenue	4	Secondary	25,900	9,356	0.36	C
	Chambers Avenue to McCall Boulevard	4	Secondary	25,900	9,029	0.35	C
McCall Boulevard	Murrieta Road to Sun City Boulevard	4	Major	34,100	10,066	0.30	C
	Sun City Boulevard to Bradley Road	4	Major	34,100	13,900	0.41	C
	Bradley Road to I-215 SB Ramps	4	Major	34,100	24,640	0.72	C
Source: Michael Baker International, <i>Transportation Impact Analysis, Coronado Condos</i> , August 14, 2023; refer to Appendix H1 .							
Notes: ADT = Average Daily Traffic; V/C = Volume to Capacity Ratio; LOS = Level of Service							

Project Trip Generation and Distribution

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) was used to forecast vehicle trips generated by the proposed project, using the trip generation rate for the Single-Family Residential land use (ITE Code 210). Based on this forecast, the project is forecast to generate approximately 755 daily vehicle trips with 56 AM peak hour trips (14 in/42 out) and 74 PM peak hour trips (47 in/27 out).

EXISTING WITH PROJECT CONDITIONS

Intersection Analysis

As shown in Table 4.17-4, *Existing With Project Intersection Analysis Results*, all intersections would operate at acceptable LOS D or better during the AM and PM Peak Hours under existing with project conditions. Since each

intersection is projected to operate better than the LOS D threshold, no adverse effects on operations are projected. Impacts would be less than significant in this regard.

In addition, according to the City's Guidelines, projects that add more than 50 project-related trips to an intersection that is operating below the City's standards is required to pay a fair share contribution to improve the location. Since none of the study intersections would operate below the City's standards, a fair share contribution is not required of the proposed project.

Table 4.17-4
Existing With Project Intersection Analysis Results

ID	Intersection	Existing Conditions				Existing Conditions with Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹
1	Thornton Avenue/Amber Rock	A	9.0	A	9.1	A	9.2	A	9.5
2	Thornton Avenue/Murrieta Road	B	10.6	B	12.5	B	10.9	B	12.8
3	Murrieta Road/Esther Lane	A	9.9	B	11.4	B	11.0	B	11.5
4	Murrieta Road/Chambers Avenue	B	13.0	B	12.3	B	14.2	B	13.3
5	Murrieta Road/McCall Boulevard	C	32.0	C	32.3	D	37.4	D	36.1
6	McCall Boulevard/Sun City Boulevard	C	27.2	D	48.0	C	27.3	D	48.2
7	McCall Boulevard/Bradley Road	D	54.0	D	48.9	D	54.3	D	49.2
8	McCall Boulevard/I-215 Southbound Ramps	C	27.6	D	47.0	C	29.4	D	49.6
9	McCall Boulevard/I-215 Northbound Ramps	C	22.0	D	43.5	C	22.6	D	44.3
Source: Michael Baker International, <i>Transportation Impact Analysis, Coronado Condos, August 14, 2023</i> ; refer to Appendix H1 .									
Notes: 1 = Delay is expressed in seconds per vehicle. 2 = LOS = Level of Service.									

Roadway Segment Analysis

As shown in [Table 4.17-5, Existing With Project Roadway Segment Analysis Results](#), all segments would operate at acceptable LOS C or better under existing with project conditions. Since each segment is projected to operate better than the LOS C threshold, no adverse effects on operations are projected. Impacts would be less than significant in this regard.

In addition, since all of the study roadway segments would operate above the City's LOS standard, a fair share contribution towards improvements is not required of the project.

Table 4.17-5
Existing With Project Roadway Segment Analysis Results

Roadway	Segment	Existing			Existing With Project		
		ADT	V/C	LOS	ADT	V/C	LOS
Murrieta Road	Esther Lane to Chambers Avenue	9,356	0.36	C	10,036	0.39	C
	Chambers Avenue to McCall Boulevard	9,029	0.35	C	9,709	0.37	C
McCall Boulevard	Murrieta Road to Sun City Boulevard	10,066	0.30	C	10,708	0.31	C
	Sun City Boulevard to Bradley Road	13,900	0.41	C	14,504	0.43	C
	Bradley Road to I-215 SB Ramps	24,640	0.72	C	25,207	0.74	C
Source: Michael Baker International, <i>Transportation Impact Analysis, Coronado Condos, August 14, 2023</i> ; refer to Appendix H1 .							
Notes: ADT = Average Daily Traffic; V/C = Volume to Capacity Ratio; LOS = Level of Service							

OPENING YEAR 2025 WITHOUT PROJECT CONDITIONS

Intersection Analysis

As shown in Table 4.17-6, *Opening Year 2025 Without Project Intersection Analysis Results*, all intersections would operate at acceptable LOS D or better during the AM and PM Peak Hours under opening year (2025) without project conditions except for the following:

- Intersection No. 8: McCall Boulevard/I-215 Southbound Ramps

As depicted, Intersection No. 8 is projected to operate at unacceptable LOS E during the AM Peak Hour and LOS F during the PM Peak Hour. LOS E is considered acceptable operating conditions at intersections in close proximity to I-215. The McCall Boulevard/Bradley Road intersection is located less than 500 feet from the I-215/McCall Boulevard interchange, and therefore, is considered to be close proximity. As such, LOS E is acceptable at this location.

Table 4.17-6
Opening Year 2025 Without Project Intersection Analysis Results

ID	Intersection	Control Type	Opening Year 2025			
			AM Peak Hour		PM Peak Hour	
			LOS	Delay ¹	LOS	Delay ¹
1	Thornton Avenue/Amber Rock	TWSC	A	9.0	A	9.2
2	Thornton Avenue/Murrieta Road	TWSC	B	10.9	B	13.2
3	Murrieta Road/Esther Lane	TWSC	B	10.1	B	11.7
4	Murrieta Road/Chambers Avenue	AWSC	C	15.5	B	13.9
5	Murrieta Road/McCall Boulevard	Signal	D	51.9	D	45.7
6	McCall Boulevard/Sun City Boulevard	Signal	D	38.2	D	37.9
7	McCall Boulevard/Bradley Road	Signal	E	76.2	E	61.5
8	McCall Boulevard/I-215 Southbound Ramps	Signal	E	68.1	F	98.2
9	McCall Boulevard/I-215 Northbound Ramps	Signal	C	31.8	E	73.6
Source: Michael Baker International, <i>Transportation Impact Analysis, Coronado Condos, August 14, 2023</i> ; refer to Appendix H1 .						
Notes:						
1) Average seconds of delay per vehicle.						
2) TWSC = Two-Way Stop-Controlled; AWSC = All-Way Stop-Controlled; LOS = Level of Service						
3) Deficient intersection operation indicated in bold .						

Roadway Segment Analysis

As shown in Table 4.17-7, *Opening Year 2025 Without Project Roadway Segment Analysis Results*, all segments would operate at acceptable LOS of D or better under opening year (2025) without project conditions. Since each segment is projected to operate better than the LOS D threshold, no adverse effects on operations are projected. Impacts would be less than significant in this regard.

Table 4.17-7
Opening Year 2025 Without Project Roadway Segment Analysis Results

Roadway	Segment	Opening Year 2025 Without Project		
		ADT	V/C	LOS
Murrieta Road	Esther Lane to Chambers Avenue	10,030	0.39	C
	Chambers Avenue to McCall Boulevard	10,060	0.39	C
McCall Boulevard	Murrieta Road to Sun City Boulevard	12,689	0.37	C
	Sun City Boulevard to Bradley Road	16,566	0.49	C
	Bradley Road to I-215 SB Ramps	30,110	0.88	D
Source: Michael Baker International, <i>Transportation Impact Analysis, Coronado Condos, August 14, 2023</i> ; refer to Appendix H1 .				
Notes: ADT = Average Daily Traffic; V/C = Volume to Capacity Ratio; LOS = Level of Service				

OPENING YEAR 2025 WITH PROJECT CONDITIONS

Intersection Analysis

As shown in Table 4.17-8, *Opening Year 2025 With Project Intersection Analysis Results*, all intersections would operate at acceptable LOS D or better during the AM and PM Peak Hours under opening year (2025) with project conditions except for the following:

- Intersection No. 8: McCall Boulevard/I-215 Southbound Ramps
- Intersection No. 9: McCall Boulevard/I-215 Northbound Ramps

Table 4.17-8
Opening Year 2025 With Project Intersection Analysis Results

ID	Intersection	Control Type	Opening Year 2025 Without Project				Opening Year 2025 with Project				Project Trips Added		Fair Share Required?
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
			LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹			
1	Thornton Avenue/Amber Rock	TWSC	A	9.0	A	9.2	A	9.2	A	9.5	28	38	No
2	Thornton Avenue/Murrieta Road	TWSC	B	10.9	B	13.2	B	11.1	B	13.6	31	39	No
3	Murrieta Road/Esther Lane	TWSC	B	10.1	B	11.7	B	11.3	B	11.8	53	69	No
4	Murrieta Road/Chambers Avenue	AWSC	C	15.5	B	13.9	C	17.4	C	15.3	51	66	No
5	Murrieta Road/McCall Boulevard	Signal	D	51.9	D	45.7	D	53.1	D	48.0	51	66	No
6	McCall Boulevard/Sun City Boulevard	Signal	D	38.2	D	37.9	D	39.6	D	42.5	46	62	No
7	McCall Boulevard/Bradley Road	Signal	E	76.2	E	61.5	E	79.3	E	74.9	47	60	No
8	McCall Boulevard/I-215 Southbound Ramps	Signal	E	68.1	F	98.2	E	71.1	F	103.9	43	57	Yes
9	McCall Boulevard/I-215 Northbound Ramps	Signal	C	31.8	E	73.6	C	32.4	F	80.3	30	38	Yes

Source: Michael Baker International, *Transportation Impact Analysis, Coronado Condos, August 14, 2023*; refer to [Appendix H1](#).

Notes:

- 1) Average seconds of delay per vehicle.
- 2) TWSC = Two-Way Stop-Controlled; AWSC = All-Way Stop-Controlled; LOS = Level of Service
- 3) Deficient intersection operation indicated in **bold**.

As indicated in Table 4.17-8, Intersection No. 8 and No. 9 are projected to operate at unacceptable LOS F during the PM Peak Hour. According to City's TIA Guidelines, an improvement should be identified if the following exists:

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

At McCall Boulevard/I-215 SB Ramps, the LOS without and with project conditions is “F” and there are 57 PM peak hour project trips added to this location, which exceeds the 50-trip threshold. Therefore, a potentially significant impact would occur and mitigation is required. Mitigation Measure TRA-1 requires that the project pay a fair share contribution, calculated to be 3.8 percent.

At McCall Boulevard/I-215 NB Ramps, the pre-project condition would be acceptable and the with project condition would be LOS F during the PM peak hour. Therefore, a potentially significant impact would occur and mitigation is required. Mitigation Measure TRA-1 requires that the project pay a fair share contribution, calculated to be 2.0 percent. With implementation of Mitigation Measure TRA-1, impacts to the circulation system would be reduced to a less than significant level.

Segment Analysis

As shown in Table 4.17-9, Opening Year 2025 With Project Roadway Segment Analysis Results, all segments would operate at acceptable LOS of D or better under opening year (2025) with project conditions. Since each segment is projected to operate better than the LOS D threshold, no adverse effects on operations are projected. Impacts would be less than significant in this regard.

**Table 4.17-9
Opening Year 2025 With Project Roadway Segment Analysis Results**

Roadway	Segment	Opening Year 2025 Without Project			Opening Year 2025 With Project		
		ADT	V/C	LOS	ADT	V/C	LOS
Murrieta Road	Esther Lane to Chambers Avenue	10,030	0.39	C	10,710	0.41	C
	Chambers Avenue to McCall Boulevard	10,060	0.39	C	10,740	0.41	C
McCall Boulevard	Murrieta Road to Sun City Boulevard	12,689	0.37	C	13,331	0.39	C
	Sun City Boulevard to Bradley Road	16,566	0.49	C	17,170	0.50	C
	Bradley Road to I-215 SB Ramps	30,110	0.88	D	30,677	0.90	D

TRANSIT FACILITIES

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

There are two local RTA bus routes near the project site: Route 61 and Route 74. Local bus Route 61 travels north along Murrieta Road with bus stops at McCall Boulevard as well as other locations along the route. Local bus Route 74 travels south along Murrieta Road with bus stops at Chambers Avenue and Sun City Boulevard, as well as other locations along the route. The closest bus stop to the project site is located approximately 1,300 feet (7-minute walk) at the northwest corner of Murrieta Road and Chambers Avenue. The bus stop does not include any amenities. Headways at bus stops along Route 61 occur every 1½ hours during the weekdays and every 2 hours on the weekends. Along Route 74, headways occur every hour and a half during the weekdays and every hour during the weekends.

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

BICYCLE AND PEDESTRIAN FACILITIES

Within the project area, sidewalks are provided intermittently on Thornton Avenue; however, the project would provide a curb, gutter, and sidewalk along the project frontage. Sidewalks are also provided intermittently on Murrieta Road and McCall Boulevard.

Existing bike lanes are not currently provided on either side of Thornton Avenue and McCall Boulevard. An existing bike lane is provided on the south end of Murrieta Road. A Class III bike lane is proposed on Thornton Avenue, fronting the project site. The proposed Class III bike lane on Thornton Avenue will connect to a proposed Class II bike lane on Murrieta Road that will join Murrieta Road's existing bike lane and the proposed Class II NEV/bike lane on McCall Boulevard. These bicycle facilities provide an alternative travel option to residents.

The project would not induce significant population growth and is consistent with the anticipated land use for the project site; refer to [Section 4.14](#). As a result, it is anticipated that existing bicycle and pedestrian facilities in the project area would be able to adequately accommodate the increase in project-generated trips. Thus, project impacts on existing and future bicycle and pedestrian facilities in the project area are expected to be less than significant.

Mitigation Measures:

TRA-1 Fair Share Contribution. Prior to the issuance of building permits, the project applicant shall pay the project's fair share amount consistent with the *Transportation Impact Analysis, Coronado Condos*, prepared by Michael Baker International, dated August 14, 2023, in conjunction with all other applicable transportation fees (including but not limited to the City's development impact fees), as follows:

- For impacts to the McCall Boulevard/I-215 Southbound On-Ramp and Off-Ramp, the fair share contribution of 3.8 percent shall apply to the project.
- For impacts to the McCall Boulevard/I-215 Northbound On-Ramp and Off-Ramp, the fair share contribution of 2.0 percent shall apply to the project.

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

Less Than Significant Impact. As required in CEQA Guidelines Section 15064.3, the City of Menifee has adopted VMT thresholds as contained in the *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled* (June 3, 2020). Under the VMT methodology, screening is used to determine if a project will be required to conduct a detailed VMT analysis. There are three (3) types of screening that the lead agencies can apply to effectively screen projects from project-level assessment. For the complete discussion of the project screening criteria and guidance, refer to [Appendix H2, VMT Assessment](#).

Step 1: Transit Priority Area (TPA) Screening

Development projects may be screened out for the VMT analysis based on proximity to certain transit facilities due to the presumption of less than significant impacts. No Transit Priority Areas exist in the City of Menifee. Therefore, the proposed project cannot be screened out under this criteria since it is not within a Transit Priority Area as indicated in the *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled*.

Step 2: Low VMT Area Screening

Residential and office land use development projects may be screened out of VMT analysis based on whether the project has similar characteristics to the existing area (i.e., density, mix of uses, transit service, etc.), because it will tend to exhibit similar VMT. The City of Menifee utilizes the Western Riverside Council of Governments (WRCOG)

Screening Tool, which shows low VMT-generating zones as compared to the County of Riverside (subregional) and City of Menifee (jurisdictional) and was utilized to determine whether the proposed project can be screened out based on the low VMT-generating area criteria. Therefore, the proposed project can be screened out under this criteria and be presumed to result in a less than significant impact relative to VMT, since the project is located within a low VMT-generating area (less than the WRCOG Subregional and Jurisdictional Average) as shown in the WRCOG Screening Tool and as defined by the *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled*.

Step 3: Project Type Screening

Development projects may be screened out of VMT analysis if the responsible agency determines that the project is a local-serving retail project, because such projects tend to improve retail destination proximity, shorten trips, and reduce VMT, they may be presumed to have less than significant impacts. Agencies may choose to define what constitutes local serving retail in their jurisdiction, although OPR suggests a threshold size of 50,000 square feet or less. Thus, lead agencies may choose to screen out projects based on the type and size of the land use(s) being proposed. Further, OPR states that mixed-use projects should analyze each land use individually.

The project plans to construct 73 single-family residential dwelling units on approximately 9.7 gross acres and is expected to generate 755 daily trips with 56 AM peak hour trips and 74 PM peak hour trips. Based on the City Guidelines, land use projects that meet any of the screening thresholds based on size, location, project type, proximity to transit or trip-making potential can be presumed to result in a less than significant transportation impact under CEQA and do not require a detailed quantitative VMT assessment. The project meets the Screening Criteria for Low VMT Area, thus allowing for a determination of a less than significant impact on VMT. Therefore, a detailed project specific VMT calculation and identification of mitigation measures is not required.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact.

The project does not propose changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways (e.g., farm equipment or trucking facilities). The project's access locations would be designed to the City standards and provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety. All proposed roadways and driveways intersect at right angles. Street trees and other potential impediments to adequate driver and pedestrian visibility would be minimal. Pedestrian entrances separated from vehicular driveways would provide access from the adjacent streets, parking facilities, and transit stops. The proposed site access improvements would not result in hazardous traffic conditions and would be subject to the City's traffic engineer and the City's Fire Department review and approval for compliance with applicable design and safety standards. Thus, impacts related to hazards due to geometric design features or incompatible uses would be less than significant.

Mitigation Measures: No mitigation measures are required.

- d) ***Result in inadequate emergency access?***

Less Than Significant Impact with Mitigation Incorporated. As discussed previously, access to the site would be provided via two entry points: one from Thornton Avenue and one from Esther Lane. The Riverside County Fire Department would review the proposed driveways and interior vehicular circulation network against the Department's requirements related to fire access and turning radius requirements. Further, should partial or full lane closures be required as part of project construction activities, implementation of a TMP would minimize congestion and ensure safe

travel, including emergency access in the project vicinity; refer to Mitigation Measure TRA-2. As such, project implementation would not interfere with the implementation of an emergency response plan or emergency evacuation plan. With implementation of Mitigation Measure TRA-2, impacts would be less than significant.

Mitigation Measures:

TRA-2 Traffic Management Plan. Prior to issuance of grading permits, the project applicant shall prepare a Traffic Management Plan (TMP) for approval by the City of Menifee Traffic Engineer. The TMP shall include measures to minimize potential safety impacts during the short-term construction process if partial or full lane closures are required. The TMP shall specify that one direction of travel in each direction on adjacent roadways must always be maintained during project construction activities. If full lane closures are required and one direction of travel in each direction cannot be maintained, the TMP shall identify planned detours. The TMP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and use of construction flagperson(s) to direct traffic during heavy equipment use. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

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4.18 Tribal Cultural Resources

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

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

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

- a) ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***
- 1) ***Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?***

Less Than Significant Impact. As detailed in Response 4.5(a), No historic resources were identified within the project site boundaries during the field survey conducted as part of the Cultural Resources Report. Although findings were negative for cultural resources on the surface of the project site, ground disturbing activities could reveal historic-period artifacts or structural or building elements. As such, potential significant impacts to buried historic-period resources could result in this regard, and Standard Condition SC-CUL-1 would require that an archaeological monitor be present during any earthmoving activities proposed within the project site boundaries.

SC-CUL-3 would protect inadvertent discoveries by halting construction until a qualified archaeologist evaluates the significance of the find and recommends a course of action. With the implementation of Standard Condition SC-CUL-1 and SC-CUL-3, impacts related to historic tribal cultural resources defined in Public Resources Code Section 5020.1(k) would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. In compliance with AB 52, on October 11, 2023 the City distributed letters notifying Native American Tribes that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the proposed project. The Pechanga Band of Luiseño Mission Indians, Soboba Band of Luiseño Indians, Rincon Band of Luiseño Indians, and Agua Caliente Band of Cahuilla Indians were notified. Per AB 52, tribal governments have 30 days to respond to the City's request for consultation.

All four tribes responded and indicated that the project site is located within their tribal Traditional Use Area. Tribal representatives from the Pechanga Band of Luiseño Mission Indians and Soboba Band of Luiseño Indians requested consultations with the City. The Agua Caliente Band of Cahuilla Indians and Rincon Band of Luiseño Indians requested copies of cultural resource documents for their review. The City also consulted with the Pechanga Band of Luiseño Mission Indians on January 25, 2023, April 13, 2023, and July 12, 2023, and with the Soboba Band of Luiseño Indians on October 27, 2022, January 26, 2023, April 18, 2023, and July 18, 2023.

To avoid impacting or destroying tribal cultural resources that may be inadvertently unearthed during the project's ground disturbing activities, the project would adhere to the City's Standard Conditions of Approval (see Standard Conditions). Specifically, as discussed in Section 4.4, Cultural Resources, SC-CUL-1 requires the presence of the project Archaeologist and the Tribal monitor(s), who shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition, etc. In addition, SC-CUL-4 would ensure inadvertent discoveries of Native American cultural resource are preserved-in-place, reburied on-site, or a combination of the two in consultation with the tribes. With implementation of the City's Standard Conditions of Approval, impacts would be less than significant.

Standard Conditions and Requirements: Refer to SC-CUL-1 through SC-CUL-8 in Section 4.4, Cultural Resources.

Mitigation Measures: No mitigation measures are required.

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4.19 Utilities and Service Systems

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

- a) ***Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Less Than Significant Impact.

Water

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

Wastewater

EMWD owns and operates four active regional water reclamation facilities (RWRF) including the Sun City RWRF, which would provide wastewater collection services for the proposed development, and the Perris Valley RWRF, which would provide wastewater treatment and processing services; refer to Response 4.20(c) for additional discussion. On-site sewer laterals would connect to existing sewer facilities in Thornton Avenue and Esther Lane. Compliance with the required sewer connections and wastewater discharge rate would be verified prior to issuance of building permits by the City of Menifee Public Works Department.

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

Stormwater

According to the Hydrology Report, the project would include a subsurface storm drain, drainage inlets, and an underground infiltration system (chambers) to convey peak flows and serve as water treatment for the site. The proposed drainage facilities would provide adequate detention for 100-year storm volumes; refer to Appendix F1. All on-site stormwater would be captured in accordance with MS4 permit requirements; refer to Section 4.10, Hydrology and Water Quality. Open drainage channels and underground storm drains larger than 36 inches diameter are operated and maintained by the RCFCWCD; smaller underground storm drains are operated and maintained by the City of Menifee Public Works Department. It is anticipated the proposed drainage system would adequately provide drainage treatments, detention, and conveyance in accordance with City of Menifee and RCFCWCD requirements. Construction of the new storm drain improvements would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations. Impacts in this regard would be less than significant.

Dry Utilities

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

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Water supplies for the project site would be provided by EMWD. EMWD is a public water agency formed in 1950 and annexed into the service area of the Metropolitan Water District of Southern California (MWD) in 1951. It is currently one of MWD's 26 member agencies and presently operates its water supply system under a system permit issued by the California Department of Public Health. Presently, EMWD has four sources of water supply: 1) potable groundwater; 2) desalinated groundwater; 3) recycled water; and 4) imported water from MWD. According to EMWD's 2020 Urban Water Management Plan (2020 UWMP), imported water accounts for between 50 and 60 percent of the total water supply, while local potable groundwater, desalted water, and recycled water accounted for the rest.⁴³

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

⁴³ Water Systems Consulting, Inc., *Eastern Municipal Water District 2020 Urban Water Management Plan*, July 1, 2021.

project site is designated 5.1-8 R, and the site is zoned LMDR. The purpose of the 5.1-8 R designation and LMDR zoning is to provide for single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. As concluded in Section 4.11, the proposed development is consistent with the allowed use under the 5.1-8 R designation. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

- c) ***Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

Less Than Significant Impact. EMWD owns and operates four active regional water reclamation facilities including the Sun City RWRf, which would provide wastewater collection service for the proposed development. On-site sewer laterals would connect to existing sewer facilities in the adjacent roadways. The Sun City RWRf redirects wastewater from residents living within its service area to the Perris Valley RWRf for wastewater processing and treatment. The Perris Valley RWRf currently has a current capacity of 22 million gallons per day (mgd) with a planned capacity of 100 mgd.⁴⁴ As the project is consistent with the land use designation for the area, payment of standard sewer connection fees and ongoing user fees would ensure that sufficient capacity is available. As such, the project's potential impacts on wastewater treatment provider would be fully mitigated via payment of fees and EMWD's service commitment. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- d) ***Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

Less Than Significant Impact. Waste Management provides solid waste service to the City, including the project site, and is the primary disposal location for Waste Management Services. In 2019 (the most recent reporting year available), a total of 62,210 tons of solid waste were disposed in five permitted landfills serving the City.⁴⁵ Among the five sites serving the City, Badlands Sanitary Landfill, El Sobrante Landfill, and Lamb Canyon Sanitary Landfill admitted the majority of City's waste.

Construction

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

⁴⁴ EMWD, *Perris Valley Regional Water Reclamation Facility*, January 2021.

⁴⁵ California Department of Resources Recycling and Recovery, *Jurisdiction Disposal by Facility With Reported Alternative Daily Cover (ADC) and Alternative Intermediate Cover (AIC)*, <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>, accessed August 17, 2023.

Operation

Based on CalRecycle's waste generation rates for residential development (12.23 pounds of waste per household per day), project operations are expected to generate approximately 0.45 tons per day, or approximately 162.93 tons per year.⁴⁶ This represents less than one percent of any landfill's maximum daily permitted throughput capacity identified in Table 4.19-1, *Landfills Serving the City*. As such, the project is not anticipated to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts in this regard would be less than significant.

**Table 4.19-1
Landfills Serving the City**

Landfill/Location	Amount Disposed by City in 2019 (tons/day)	Maximum Daily Throughput (tons per day)	Remaining Capacity (cubic yards)	Anticipated Closure Date
Badlands Sanitary Landfill 31125 Ironwood Avenue Moreno Valley, CA 92555	52.65	5,000	7,800,000	1/1/2059
El Sobrante Landfill 10910 Dawson Canyon Road Corona, CA 91719	112.81	16,054	143,977,170	1/1/2051
Lamb Canyon Sanitary Landfill 16411 State Hwy 79 Beaumont, CA 92223	4.57	5,000	19,242,950	4/1/2032
Sources: 1. California Department of Resources Recycling and Recovery, <i>Jurisdiction Disposal by Facility With Reported Alternative Daily Cover (ADC) and Alternative Intermediate Cover (AIC)</i> , https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility , accessed August 17, 2023. 2. California Department of Resources Recycling and Recovery, <i>SWIS Facility/Site Search</i> , https://www2.calrecycle.ca.gov/SolidWaste/Site/Search , accessed August 17, 2023.				

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

⁴⁶ California Department of Resources Recycling and Recovery, *Estimated Solid Waste Generation Rates*, <https://www2.calrecycle.ca.gov/wastecharacterization/general/rates>, accessed August 17, 2023.

4.20 Wildfire

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

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

No Impact. According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone Map Viewer, the project site is not located in a very high fire hazard severity zone (VHFHSZ); however, the southern half of the site is located in a high fire hazard severity zone and the northern half of the site is located in a moderate fire hazard severity zone within a State Responsibility Area.⁴⁷ According to Exhibit S-9, *Evacuation Routes*, of the General Plan Safety Element, the nearest evacuation routes to the project site are Murrieta Road, located approximately 620 feet to the east, and Goetz Road, located approximately 0.8 mile to the west. The project would not affect the conditions of such evacuation routes. Further, the project would not impair implementation of the City's wildfire mitigation efforts, as outlined in the Local Hazard Mitigation Plan, which include a Weed Abatement Program, public education and workshops and wildfire defense, enhanced firefighting apparatuses and equipment, fire inspections of established businesses, and implementation of new building codes for the development community. Therefore, the project would not impair an adopted emergency evacuation or response plan. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

No Impact. The project site is approximately 9.1 acres consisting of undeveloped, highly disturbed land. The project site topography is relatively flat (approximately 1,445 to 1,460 feet above mean sea level) and does not contain steep slopes. The project surroundings are largely built out with single-family residential and commercial uses and do not contain wildlands. The project proposes on-site installation of ornamental vegetation, which would be regularly maintained and landscaped, and would not present a wildfire risk. Further, the project site would be fully developed with buildings and hardscape and would not present a wildfire risk. Therefore, the project would not expose project

⁴⁷ California Department of Forestry and Fire Protection, *FHSZ Viewer*, <https://egis.fire.ca.gov/FHSZ/>, accessed August 18, 2023.

occupants to pollutant concentrations from wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors that may exacerbate wildfire risks. No impact would occur, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

- c) ***Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

No Impact. Refer to Response 4.21(b). The project site would be developed with buildings and hardscape, and is located in a largely built-out area that does not contain wildlands. The proposed development would be served by the existing roadway network, and all utility connections, including sewer laterals, dry utility lines, and water lines, would connect to existing facilities in adjacent roadways. All utilities would be undergrounded and would not present wildfire risk. No improvements are proposed to provide an emergency water source. Therefore, the project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary ongoing impacts to the environment. No impact would occur, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

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

No Impact. As mentioned, the topography of the project site and surrounding areas are relatively flat and do not contain steep slopes. Further, according to the Geotechnical Investigation, there is no evidence of landslides or slope instabilities at the project site. According to the Federal Emergency Management Agency's *National Flood Hazard Layer*, the project site is not located within a 100-year flood hazard area.⁴⁸ Specifically, the project site is located within Zone X, which indicates areas of minimal flood hazard. Therefore, 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 impact would occur, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

⁴⁸ Federal Emergency Management Agency, *FEMA Flood Map Service Center: National Flood Hazard Layer FIRMette*, <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>, accessed August 18, 2023.

4.21 Mandatory Findings of Significance

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

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

Less Than Significant Impact With Mitigation Incorporated. As concluded in Section 4.4, Biological Resources, to reduce impacts to special status wildlife, the project would implement Mitigation Measures BIO-1 through BIO-4, refer to Section 4.4. With implementation of these mitigation measures, biological impacts would be reduced to a less than significant level.

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

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

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

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

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

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

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