

EXHIBIT "A"



Menifee Coastline

Initial Study – Mitigated Negative Declaration

prepared by

City of Menifee

Planning Division, Department of Community Development

29844 Haun Road

Menifee, California 92586

Contact: Brandon Cleary, Associate Planner

prepared with the assistance of

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March 2025



RINCON CONSULTANTS, INC. SINCE 1994

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Initial Study

1. Project Title

Meniffee Coastline (project)

2. Lead Agency Name and Address

City of Meniffee
Community Development Department – Planning Division
29844 Haun Road
Meniffee, California 92586

3. Contact Person and Phone Number

Brandon Cleary, Associate Planner
(951) 672-6777

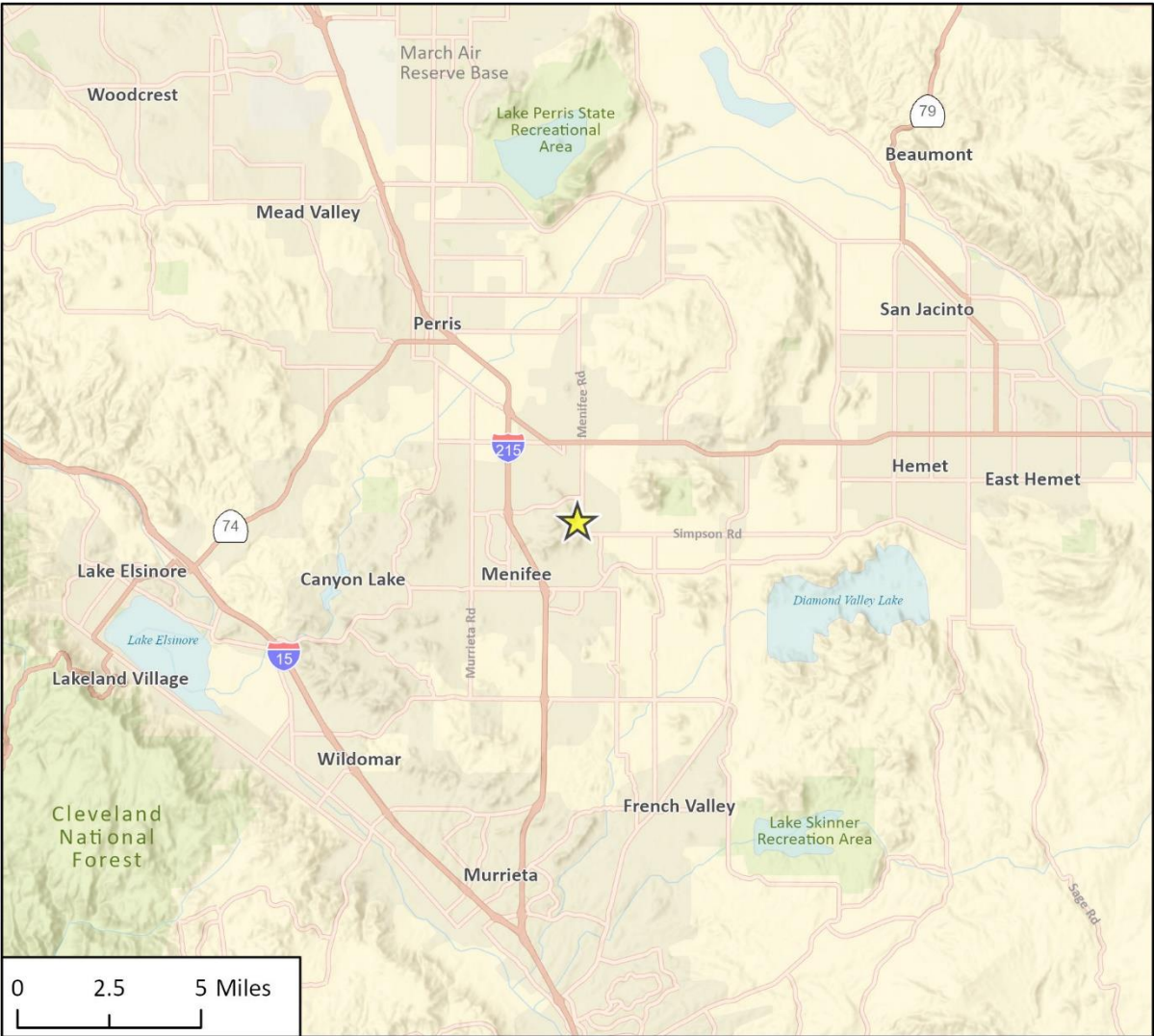
4. Project Sponsor's Name and Address

Global Investment & Development, LLC
Joseph Rivani
3470 Wilshire Boulevard, Suite 1020
Los Angeles, California 90010

5. Project Location

The 39.1-acre development site is located at the northwest corner of Meniffee Road and Coastline Avenue. The Assessor Parcel Number [APN] is 333-210-005. The site is in the City of Meniffee ("City"), hereafter referred to as the "project site." Regionally, the site is served by State Route 74 (SR-74), which is approximately 1.4 miles north of the project site and Interstate 215 (I-215), which is approximately 1.74 miles west of the project site. Figure 1, below, depicts the project site in relation to the general region and Figure 2, below, shows the project site in its neighborhood context.

Figure 1 Regional Location



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23-15367 EPS
Fig 1 Regional Location

★ Project Location

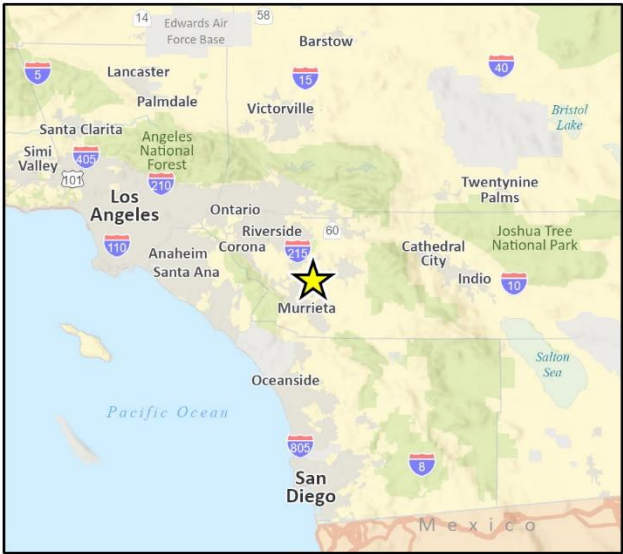
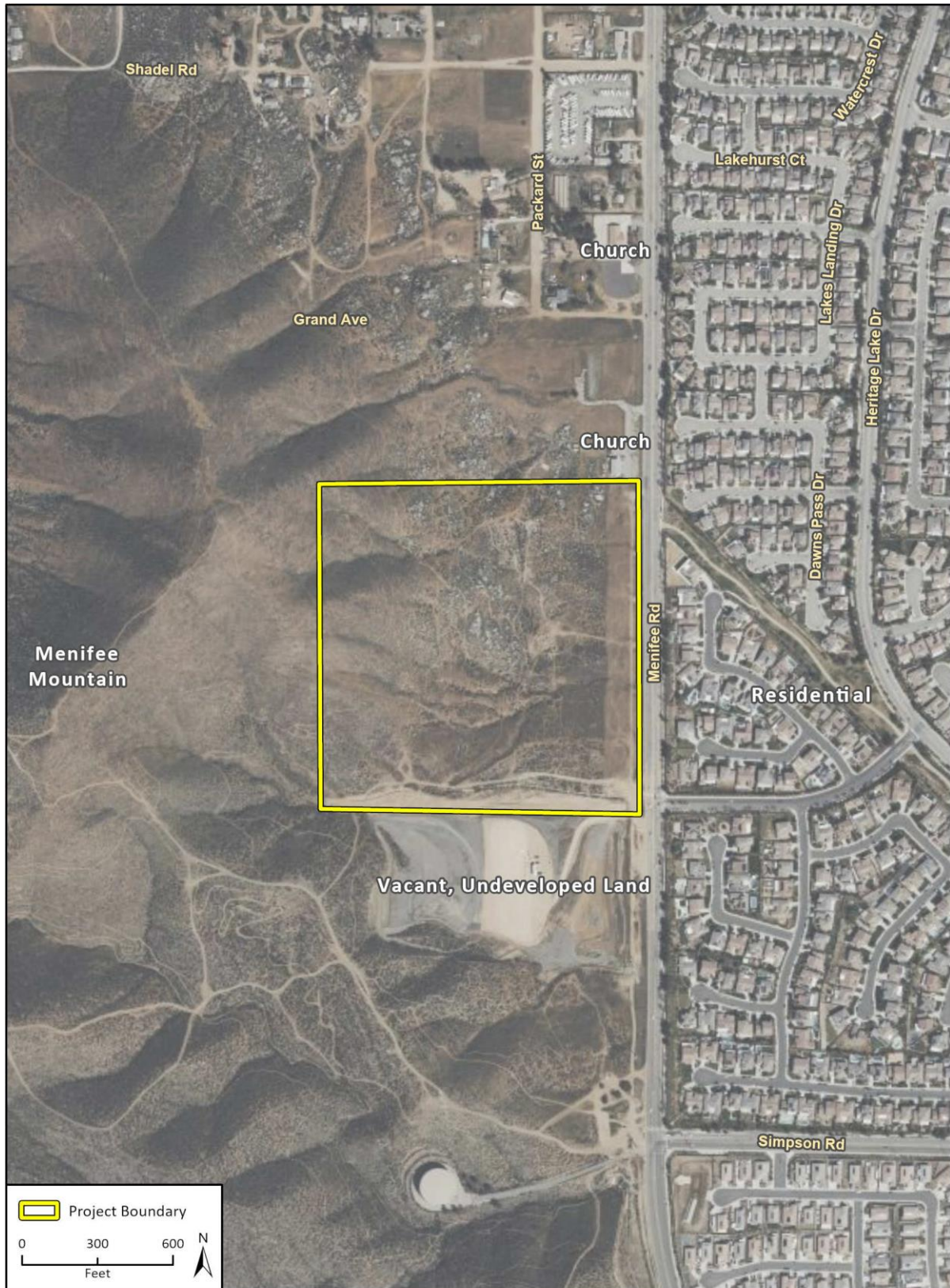


Figure 2 Project Location



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23-15367 EPS
Fig 2 Project Location

6. General Plan Designation and Zoning

The existing General Plan designation for the project site is Rural Mountainous (RM) and Single Family Detached (2.1-5 dwelling unit per acre [du/ac]) and the existing zoning designation for the project site is Rural Mountainous (RM) and Low Density Residential (LDR-2).

7. Surrounding Land Uses and Setting

North of the project site includes vacant, undeveloped land and a church, which is zoned RM and LDR. East of the project site includes single-family residential uses, which are zoned Menifee Valley Ranch Specific Plan. South of the project site includes Menifee Valley Flyers and vacant land, which is zoned Public/Quasi-Public Facilities. West of the project site is vacant, undeveloped land, which is zoned RM.

8. Project Description

The applicant proposes a tentative tract (TTM No. 38525) to subdivide APN 333-210-005 into 45 single-family residential lots and associated site improvements on a 39.1-acre property (“proposed project” or “project”), as shown in Figure 3, below. Site improvements would include 24.2 acres of natural open space located to the west of the project site, approximately 227,831 sf of landscaping, 4.1 acres of roadway circulation, and two water quality basins, totaling 0.8 acres, one located on the northern portion of the project site, and one located on the southern portion of the project site. Vehicular access to the project site would be provided via two proposed driveways – one located at the southeast corner of the project site that connects to Menifee Road and the other on the northeast corner of the project site that connects to Menifee Road.

A proposed six-foot tall split face one-side block wall would be located along the western project site boundary and a six-foot tall tube steel fence would be proposed along the northern and western boundary of the proposed single-family homes and surrounding the two water quality basins. A six-foot tall vinyl fence would be built in between each of the proposed single-family homes. Proposed landscaping would be ornamental in nature and would consist of fuel modification appropriate, low and medium water use plant materials that would surround the proposed single-family homes to the north, south, and west. A permanent automatic irrigation system would be designed and installed on the project site.

Based on information provided by the project applicant, construction would occur Mondays through Saturdays from 6:30 a.m. to 7:00 p.m. over a period of 13 months, commencing in March 2026 and finishing in April 2027. Vertical building construction would likely occur in phases with three models and phases of seven units. The project would result in approximately 100,094 cubic yards (cy) of cut and 69,622 cy of fill, resulting in approximately 30,471 cy of export of soil materials.

Figure 3 Tentative Tract Map No. 38525



9. Required Approvals

The project would require the following approval by Menifee City Council:

- **Tentative Tract Map.** Subdivide APN 333-210-005 into 45 single-family residential lots.

10. Other Public Agencies Whose Approval is Required

Eastern Municipal Water District (water/sewer connections); Santa Ana Regional Water Quality Control Board [Santa Ana RWQCB] (National Pollutant Discharge Elimination System [NPDES] Permit); California Department of Fish and Wildlife (CDFW); Regional Water Quality Control Board (RWQCB);

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?

On April 3, 2024, the City sent letters to two Native American contacts in the area to request information on potential cultural resources in the project site vicinity that may be impacted by the proposed project's development. As a result, the City consulted with the Agua Caliente Band of Cahuilla Indians (ACBCI) and presented the project consistent with the AB52 consultation process. Subsequently, on October 9, 2024, the ACBCI and their related Tribal Historic Preservation Office (THPO) provided a close of consultation letter to the City mentioning that concerns have been address and that proper mitigation has been provided.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|----------------------------------------------------------|-------------------------------------------------------------|---------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" 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 type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

Determination

Based on this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Signature

Date

Printed Name

Title

Environmental Checklist

1 Aesthetics

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

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

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

The natural mountainous setting of the Menifee area is critical to its overall visual character and provides scenic vistas. Scenic views from Menifee include the San Jacinto Mountains to the northeast and east; the San Bernardino Mountains to the north; the San Gabriel Mountains to the northwest; and the Santa Ana Mountains to the west and southwest. The project is located at the northwest corner of the intersection of Coastline Avenue and Menifee Road, where views of hillsides and mountains (e.g., Menifee Mountain) are visible from the northeast and east directions of the project site, though existing structures and trees obstruct clear viewsheds.

The existing views of the San Jacinto Mountains, San Bernadino Mountains, the San Gabriel Mountains, and the Santa Ana Mountains are not visible to the south or west directions of the project site. As discussed in the General Plan Draft EIR, implementation of General Plan policies

would ensure that areas that are designated for development would minimize impacts on scenic vistas by preserving the undisturbed hillsides and other natural landforms (Menifee 2013b). The proposed project would preserve the undisturbed, mountainous, portion of the project site as designated open space. The project would not substantially block views of any hillsides and mountains (e.g., Menifee Mountain) surrounding the project site, including the mountainous portion of the project site, due to the relatively low height of the single-family residences proposed and existing residential development located east of the project site. As discussed above, existing views of the San Jacinto Mountains, San Bernadino Mountains, the San Gabriel Mountains, and the Santa Ana Mountains are limited by site topography and existing structures near the project site.. Thus, impacts would be considered less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

A significant impact would occur if scenic resources were damaged or removed by a project within a designated scenic highway. The California Scenic Highway System indicates that no existing or proposed State scenic highways are located in the vicinity of the project site (Caltrans 2024). The nearest designated scenic highway is State Route 38, located approximately 18 miles east of the project site in Hemet. The nearest eligible scenic highway is State Route 74 (SR-74), located approximately two miles north of the project site in Menifee. The City's General Plan Community Design Element designates Menifee Road, which borders the project site on the east, and SR-74 as Enhanced Landscape Corridors (Menifee 2013a). Enhanced Landscape Corridors are intended to help foster a strong identity along the city's major corridors and receive special design consideration to ensure they complement the existing community and help visually frame the community's most distinctive features. Implementation of General Plan policies and compliance with City Design Guidelines would ensure that potential impacts related to the City's designated Enhanced Landscape Corridors would be less than significant.

There are no designated historic buildings located on or around the project site. As further discussed in Section 5, *Cultural Resources*, of this IS-MND, the site does not contain natural vegetation or landscape features that would contribute to the scenic quality of the SR-74 corridor. While the proposed project would develop single-family residences on the eastern portion of the project site, the mountainous, western portion of the project site would remain undeveloped. The mountainous portion of the project site may be considered a scenic resource and would be preserved through the proposed project as designated open space. The proposed project would require minimal removal of various ornamental trees and shrubs on the project site, but would not otherwise affect any rock outcroppings, historic buildings, or other identified scenic resources within a State scenic highway. Therefore, the proposed project would not result in substantial damage to scenic resources in a State scenic highway. Thus, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Development of the project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings, if located in a non-urbanized area. In this instance, degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the project site's existing surroundings. However, the project site is not considered to be located in a non-urbanized area, as discussed below, since its surrounded by residentially zoned land and adjacent single-family residences. What's more, there is current infrastructure serving the project site, which helps define it as an urbanized parcel.

In particular, the proposed project would develop single-family residences on the eastern portion of the project site while the mountainous, western, portion of the project site would remain undeveloped. While development of the project would modify the appearance of the project site relative to existing conditions, it is not anticipated to degrade the existing visual character or quality of the site since the proposed project would construct single-family residences similar in scale and style to the single-family residences located to the east of the project site. The visual quality mountainous portion of the project site would be preserved through the proposed project as designated open space.

Upon approval of the project, the addition of the new single-family residences would not degrade the existing visual character or quality of the site and its immediate surroundings and would be consistent with the City's envisioned visual character and quality of the project site and surrounding neighborhoods. Thus, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Spill light occurs when lighting standards such as streetlights, parking lot lighting, exterior building lighting, and landscape lighting are not properly aimed or shielded to direct light to the desired location and light escapes and partially illuminates a surrounding location. Glare is the result of improperly aimed or blocked lighting sources that are visible against a dark background such as the night sky. Glare generally does not result in illumination of off-site locations but results in a visible source of light viewable from a distance.

The project is in a semi-developed area of the City that is primarily developed with single-family residences. Existing lighting and glare sources in the project area consists of streetlights and exterior lighting/glare associated with surrounding residential vehicles. Development of the project would include adding lighting to the site with outdoor on-site lighting, internal walking paths, landscaping/street frontage lights, and safety-related lighting. However, it would not represent a substantial increase in daytime and nighttime lighting because they would be comparable to existing light levels from the single-family residences to the east. Furthermore, Meniffee Road is already illuminated by street lighting. For these reasons, the proposed project would not result in a substantial new source of light such that day or nighttime views in the area would be adversely

affected. Rather, the proposed exterior lighting and building materials would be consistent with those of surrounding uses and would be an important aide to public safety.

In addition, the project design does not propose any new highly reflective materials that could potentially cause significant glare during the day, such as stainless-steel panels. The design of the project, including its finish, colors, and materials, would be reviewed for approval through the City's review process. This regulatory procedure provides the City with an additional layer of review for aesthetics including light and glare, and an opportunity to incorporate additional conditions to improve the project's building materials and lighting plans. The City of Menifee General Plan Community Design Element includes goals that encourage attractive landscaping, lighting, and signage that conveys a positive image of the community (CD-6) and that limit light leakage and spillage that may interfere with the operations of the Palomar Observatory (Goal CD-6.5) (Menifee 2013a). Therefore, upon compliance with Menifee Municipal Code Section 6.01 and General Plan lighting goals, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

According to the California Department of Conservation (DOC), Important Farmland Map, the project site is designated as "Other Land," which is not land designated as Farmland (DOC 2024). Since the project site has no land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, the project would not convert such lands to non-agricultural use. Therefore, the project would have no impact on converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

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

The project site is vacant, undeveloped land and is zoned LDR-2 and RM by the City of Menifee Zoning Code. The RM zone is not considered primarily as an agricultural zone; therefore, the proposed project would not conflict with agricultural zoning, and the LDR-2 zone does not permit agricultural uses. According to the DOC's Farmland Mapping and Monitoring Program, the project site is not subject to a Williamson Act contract (DOC 2024). No impact would occur.

NO IMPACT

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The project site does not contain a forest, is not zoned as forest land, timberland, or Timberland Production, nor is it surrounded by forest land, timberland, or Timberland Production land. Therefore, the project has no potential to conflict with any areas currently zoned as forest, timberland, or Timberland Production and would not result in rezoning of any such lands. No impact would occur.

NO IMPACT

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

"Farmland" is defined in Section II(a) of Appendix G of the CEQA Guidelines as "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance" ("Farmland"). As disclosed above under Response II(a), the project would not result in the conversion of Farmland to non-agricultural use.

As discussed under Responses II(c) and II(d), the project would not convert forest land to non-forest use. No impact would occur.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This analysis incorporates the results provided in the Air Quality and Greenhouse Gas Report prepared by Rincon Consultants in August 2024 (Appendix A).

Regional Significance Thresholds

The South Coast Air Quality Management District (SCAQMD) recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the South Coast Air Basin (SCAB). These thresholds, shown in Table 1, are used to evaluate a project's potential air quality impacts.

Table 1 SCAQMD Air Quality Significance Thresholds

Pollutant	Construction (pounds per day)	Operation (pounds per day)
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550

NO_x = Nitrogen Oxides; VOC = Volatile Organic Compounds; PM₁₀ = Particulate Matter with a diameter no more than 10 microns; PM_{2.5} = Particulate Matter with a diameter no more than 2.5 microns; SO_x = Sulfur Oxide; CO = Carbon Monoxide
Source: SCAQMD 2023

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board’s Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions within site areas that measure one, two, or five acres. LSTs only apply to emissions in a fixed stationary location (such as fugitive dust, equipment exhaust, and operational energy and area sources) and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008b, 2009).

The project site is within SRA 24 (Perris Valley). SCAQMD provides LST lookup tables for project sites that measure one, two, or five acres. The project site disturbance area is approximately 15.7 acres (residential lots, roadways, and landscaping); therefore, the LST analysis conservatively uses five-acre LSTs. LSTs are provided for receptors at a distance of 25 meters (82 feet) 50 meters (164 feet), 100 meters (328 feet), 200 meters (656 feet), 500 meters (1,640 feet) from the project disturbance boundary to the sensitive receptors. The border of construction activity would occur approximately 44 meters (145 feet) west of single-family residences. Therefore, the analysis below uses the LST values for 25 meters (82 feet) to conservatively evaluate emissions. LSTs for construction and operations in SRA 24 on a five-acre site with a receptor 25 meters away are shown in Table 2.

Table 2 SCAQMD LSTs for Construction and Operation

Pollutant	Allowable Emissions for a five-Acre Site in SRA-24 for a Receptor 25 Meters Away (pounds per day)	
	Construction	Operation
Gradual conversion of NO _x to NO ₂	270	270
CO	1,577	1,577
PM ₁₀	13	4
PM _{2.5}	8	2

NO_x = Nitrogen Oxides; NO₂ = Nitrogen Dioxide; CO = Carbon Monoxide; PM₁₀ = Particulate Matter with a diameter no more than 10 microns; PM_{2.5} = Particulate Matter with a diameter no more than 2.5 microns

Source: SCAQMD 2009

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

A project may be inconsistent with the Air Quality Management Plan (AQMP) if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2022 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city general plans and the Southern California Association of Governments’ (SCAG’s) Connect SoCal

socioeconomic forecast projections of regional population, housing, and employment growth (SCAQMD 2022, SCAG 2020).¹

According to the California Department of Finance (DOF), the City of Menifee has an estimated population of 111,560, a household count of 41,146, and an average person per household size of 2.85 (DOF 2024). The project involves the development of 45 residential units on a site currently vacant. Therefore, the project would increase the local population by up to 129 persons (45 units x 2.85 persons per unit). The population growth forecasts in Connect SoCal estimate that the City of Menifee's population would increase to 129,800 people by 2045, which is an increase of 40,200 residents from the city's estimated 2016 baseline (SCAG 2020). Therefore, the potential population growth generated by the project would be within the SCAG growth forecast for the City of Menifee.

The AQMP also provides strategies and measures to reach attainment with the thresholds for 8-hour and 1-hour ozone and PM_{2.5}. As shown in Table 3 and Table 4 in the following analysis, the project would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (VOC and NO_x) and PM_{2.5}. Since the project would also be consistent with population growth projections for the City, the project would not conflict with or obstruct implementation of the applicable air quality plan and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Construction Emissions

Construction of the proposed project would generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction equipment and construction vehicles, in addition to VOC emissions that would be released during the drying of architectural coating and paving phases. Table 3 summarizes the estimated maximum daily emissions of pollutants during proposed project construction against SCAQMD Regional Thresholds.

Table 3 Proposed Project Construction Emissions

Year	Maximum Daily Emissions (lbs./day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2026	11	18	39	<1	6	2
2027	10	17	25	<1	1	1
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter no more than 10 microns; PM_{2.5} = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide
Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Source: Table 2.2 "Construction Emissions by Year, Unmitigated" emissions. Highest of Summer and Winter emissions results are shown for all emissions. See CalEEMod worksheets in Appendix A.

¹ On April 4, 2024, SCAG's Regional Council formally adopted the 2024-2050 RTP/SCS (titled Connect SoCal 2024). However, the SIPs were adopted prior to this date and relies on the demographic and growth forecasts of the 2020-2045 RTP/SCS; therefore, these forecasts are utilized in the analysis of the project's consistency with the AQMP.

As shown in Table 3, construction-related emissions would not exceed SCAQMD thresholds and the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard and impacts would be less than significant.

Operational Emissions

Operation of the proposed project would generate criteria air pollutant emissions associated with area sources (e.g., architectural coatings, consumer products, and landscaping equipment), energy sources (i.e., use of natural gas for cooking and water heating), and mobile sources (i.e., vehicle trips to and from the project site). Table 4 summarizes the project's maximum daily operational emissions by emission source against the SCAQMD Regional Thresholds.

Table 4 Proposed Project Operational Emissions

Emission Source	Maximum Daily Emissions (lbs./day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile	2	2	13	<1	3	1
Area	2	1	3	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Project Emissions	4	3	16	<1	3	1
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter no more than 10 microns; PM_{2.5} = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide

Notes: Some numbers may not add up precisely due to rounding considerations.

Source: Table 2.5 "Operations Emissions by Sector, Unmitigated" emissions. Highest of Summer and Winter emissions results are shown for all emissions. See CalEEMod worksheets in Appendix A.

As shown in Table 4, operational emissions would not exceed SCAQMD regional thresholds for criteria pollutants, and project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Sensitive receptors are facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. According to CARB, sensitive receptors are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (CARB 2005). The sensitive receptors nearest to the project site are residential receptors located approximately 145 feet east of the project site, and the project would add new sensitive receptors on the project site.

Localized Carbon Monoxide Hotspot Impact

A Carbon Monoxide (CO) hotspot is a localized concentration of CO that exceeds a CO ambient air quality standard. The SCAB has been in attainment of federal CO standards since 2007, and most air quality monitoring stations no longer report CO levels (SCAQMD 2017). The nearest monitoring station from the project site that monitors CO is within SRA 25 (Lake Elsinore). The maximum 1-hour and 8-hour CO concentrations are of 0.9 ppm and 0.6 ppm, respectively, in 2022 (SCAQMD 2024). These concentrations are well below the respective 1-hour and 8-hour standards of 20 ppm and 9 ppm. Typical development projects, such as the proposed project, do not emit the levels of CO necessary to result in a localized hot spot.

As an example, a detailed CO analysis was conducted during the preparation of the SCAQMD's 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the SCAB that are expected to experience the highest CO concentrations. The highest CO concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue on the west side of Los Angeles near Interstate 405, approximately 78 miles west of the project site. The concentration of CO at the identified intersection was 4.6 ppm, which is well below the State and federal standards. The Wilshire Boulevard/Veteran Avenue intersection had an ADT of approximately 100,000 vehicles per day at the time of the study (SCAQMD 2003). In the City of Menifee General Plan Circulation Element Traffic Study's Exhibit 4-2, the existing A.M. Peak Hour Intersection Volumes on Menifee Road near the project site were measured at 4,842 ADT (City of Menifee 2013).² The proposed project is expected to generate 424 daily trips. This is significantly below the 100,000 ADT at the intersection studied by SCAQMD in the 2003 AQMP, which found that CO emissions at that intersection were below the federal standards. Therefore, the project would not expose sensitive receptors to substantial CO pollutant concentrations and impacts would be less than significant.

Localized Significance Thresholds

The LST methodology was developed to be used as a tool to analyze localized impacts associated with project-specific level impacts. If the calculated emissions for the proposed construction or operational activities are below the LST emission levels found on the LST mass rate look-up tables (Appendix C of LST Methodology) and no potentially significant impacts are found to be associated with other environmental issues, then the proposed construction or operation activity is not significant for air quality. The project analysis assumes main construction activity would occur approximately 44 meters (145 feet) from the single-family residences, east of the site, with a separation of Menifee Road. The allowable emission for this analysis utilizes the 25-meter (82 feet) receptor distance, and the project is in SRA 24 (Perris Valley). Table 5 summarizes the project's maximum localized daily construction and operational emissions from the proposed project.

² Peak a.m. traffic counts on Menifee Road are estimated in Exhibit 4-2 of the Traffic Study. Based on standard industry assumptions that peak hour is 10% of ADT, the traffic volume is 4,820 ADT.

Table 5 Project LST Construction and Operation Emissions

Year	Maximum Daily Emissions (lbs./day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Construction Onsite Emissions	17	35	4	2
SCAQMD LST	270	1,577	13	8
Threshold Exceeded?	No	No	No	No
Maximum Operational Onsite Emissions	1	3	<1	<1
SCAQMD LST	270	1,577	4	2
Threshold Exceeded?	No	No	No	No

lbs./day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter no more than 10 microns; PM_{2.5} = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Source: Table 3.1 – 3.35 “Construction Emission Details” emissions. Highest of Summer and Winter emissions results are shown for all emissions. The mitigated emissions account for compliance with SCAQMD Rule 403 fugitive dust. See CalEEMod worksheets in Appendix A.

As shown in Table 5, localized construction and operational emissions would not exceed SCAQMD LST thresholds. Therefore, the project would not expose sensitive receptors to substantial localized criteria pollutant concentrations and impacts would be less than significant.

Toxic Air Contaminants

Construction Impacts

Construction-related activities would result in temporary project-generated diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. Generation of DPM, which was identified as a toxic air contaminant (TAC) by California Air Resource Board (CARB) in 1998, from construction projects typically occurs in a single area for a short period. The proposed project's construction would occur in phases over approximately 14 months with sensitive receptors across Menifee Road to the east of the project site. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has to the substance. Dose is positively correlated with time, and a more extended exposure period would result in a higher exposure level for the maximally exposed individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a more extended period.

The proposed project would be consistent with the applicable AQMP requirements and control strategies intended to reduce emissions from construction equipment and activities. The proposed project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. However, due to the construction area's proximity to nearby sensitive receptors off-site, particulate matter emissions during grading could potentially result in substantial TAC exposure, resulting in potentially significant impacts that would require mitigation as identified below in Mitigation Measure AQ-1.

Operational Impacts

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). CARB guidelines recommend siting distances both for the development of sensitive land uses in proximity to TAC sources and for the addition of new TAC sources in proximity to existing sensitive land uses. Residential land uses are not considered land uses that generate substantial TAC emissions based on reviewing the air toxic sources listed in CARB's guidelines. Therefore, the expected hazardous TACs generated on site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the proposed land uses would be below thresholds warranting further study under the California Accidental Release Program. The project would not expose off-site sensitive receptors to significant amounts of carcinogenic or TACs. Therefore, the project would not expose sensitive receptors to substantial operational TAC pollutant concentrations and impacts would be less than significant.

Mitigation Measure

AQ-1 Construction Emissions Reduction

Prior to issuance of grading permits, the City shall confirm that the grading plan, building plans, and specifications stipulate that the following measures shall be implemented:

- All excavators, graders, rubber tired dozers, scrapers, and tractors/loaders/backhoes (wheeled or tracked) used during grading activities only shall meet the U.S. EPA Tier 4 Final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards, as necessary.

Significance After Mitigation

With incorporation of Mitigation Measure AQ-1, the project would reduce DPM emissions by approximately 92 percent as compared to standard CalEEMod assumptions for engine tier. With these reductions, TAC concentrations at sensitive receptors would not be substantial, and the project would not expose sensitive receptors to substantial construction TAC pollutant concentrations. Impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion, and odors disperse with distance. In addition, project construction would be required to comply with SCAQMD Rule 402, which specifies that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Overall, project construction would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and impacts would be less than significant.

With respect to operation, the SCAQMD's *CEQA Air Quality Handbook* (1993) identifies land uses associated with odor complaints as agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. Residential uses are not identified on this list. In addition, solid waste generated by the proposed on-site uses would be safely stored in lidded dumpsters and/or trash cans and collected by a contracted waste hauler, ensuring that on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Therefore, the proposed project's operational activity would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following analysis is based on the Biological Resource Assessment prepared by Carlson Strategic Land Solutions and peer reviewed by Rincon Consultants (Carlson Strategic Land Solutions 2024;

Appendix B). The analysis is also based on the Determination of Biologically Equivalent or Superior Preservation and Consistency Determination (DBESP and CD) prepared by Carlson Strategic Land Solutions on November 21, 2024 (Appendix C).

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

Special status species are plants or animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the United States Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act (ESA); those listed or candidates for listing as Rare, Threatened, or Endangered by the CDFW under the California Endangered Species Act (CESA); animals designated as “Fully Protected” by the California Fish and Game Code (CFGC); animals listed as Species of Special Concern (SSC) by the CDFW; and plants with California Rare Plant Ranks (CRPR) of 1B, 2, 3, and 4 in the California Native Plant Society’s (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California. The potential for each special status species to occur on the project site was evaluated according to the following criteria:

- **No Potential.** Habitat on and adjacent to the site is clearly unsuitable for the species requirements (foraging, breeding, cover, substrate, elevation, hydrology, plant community, site history, disturbance regime), and species would have been identifiable on-site if present (e.g., oak trees). Protocol surveys (if conducted) did not detect species.
- **Low Potential.** Few of the habitat components meeting the species requirements are present, and/or the majority of habitat on and adjacent to the site is unsuitable or of very poor quality. The species is not likely to be found on the site. Protocol surveys (if conducted) did not detect species.
- **Moderate Potential.** Some of the habitat components meeting the species requirements are present, and/or only some of the habitat on or adjacent to the site is unsuitable. The species has a moderate probability of being found on the site.
- **High Potential.** All of the habitat components meeting the species requirements are present and/or most of the habitat on or adjacent to the site is highly suitable. The species has a high probability of being found on the site.
- **Present.** Species is observed on the site or has been recorded (e.g., CNDDB, other reports) on the site recently (within the last 5 years).

Special Status Plants Species

The project site does not provide suitable habitat for any special-status plant species and no observations of special status or sensitive plant species have been made. Thus, no impact would occur.

Special Status Wildlife Species

Development of the project site would impact 7.14-acres of native California buckwheat scrub and disturbed California buckwheat scrub, potentially causing disruption, removal of habitat, and the loss and displacement of a single sensitive species, the coastal California gnatcatcher. California buckwheat scrub and the coastal California gnatcatcher are covered by the Western Multiple

Species Habitat Conservation Plan (MSHCP). Thus, the project would have potentially significant impacts related to the disturbance of California buckwheat scrub and the coastal California gnatcatcher. Implementation of Mitigation Measure BIO-1 would ensure that project implementation activities affecting potential nesting habitat are restricted to periods outside of the coastal California gnatcatcher breeding season or, where activities must occur, pre-activity surveys and avoidance measures are implemented. With implementation of Mitigation Measure BIO-1, impacts related to California buckwheat scrub and the coastal California gnatcatcher would be less than significant.

Development of the project site would impact 3.20-acres of non-native grasslands/ruderal habitat, potentially causing disruption or removal of habitat of Stephen's kangaroo rat, a federally threatened species and a state threatened species. Stephen's kangaroo rat is covered by the MSHCP and the proposed project falls within the Stephen's kangaroo rat Fee Area outlined in the Riverside County Stephen's Kangaroo Rat Habitat Conservation Plan. Thus, the project would have potentially significant impacts related to the disturbance of Stephen's kangaroo rat. Implementation of Mitigation Measure BIO-2 would ensure that project implementation activities affecting potential Stephen's kangaroo rat suitable habitat are mitigated through appropriate fee payment into the MSHCP Stephen's Kangaroo rate fee payment program. Payment of the mitigation fees would ensure the conservation of Stephen's kangaroo rat occupied habitats in order to offset the loss of potentially suitable habitat onsite. In addition, the western portion of the project site, which is proposed to remain undisturbed, would provide 4.01-acres of non-native grasslands/ruderal habitat which is suitable habitat for Stephen's kangaroo rat. With implementation of Mitigation Measure BIO-2 and avoidance of 4.01-acres of suitable habitat for Stephen's kangaroo rat, impacts related to Stephen's kangaroo rat would be less than significant.

It should also be noted that the field survey and initial habitat assessment did not reveal the presence of Crotch's Bumble Bee.

Nesting Birds

While common birds are not designated as special-status species, destruction of their eggs, nests, and nestlings is prohibited by federal and state law. The vegetation present on the project site, including the California buckwheat scrub, could provide nesting and foraging habitat for common resident birds. Nesting birds are protected under the Migratory Bird Treaty Act (MBTA) and the CFGC, and violation of these provisions would be considered a potentially significant impact. The project could directly (e.g., vegetation removal) and indirectly (e.g., construction noise, movement, dust) affect nesting of these species, and impacts would be potentially significant. Implementation of Mitigation Measure BIO-3 would ensure that activities affecting potential nesting habitat are restricted to periods outside of the avian breeding season or, where activities must occur, pre-activity surveys and avoidance measures are implemented. With implementation of Mitigation Measure BIO-1 through BIO-3, impacts related to nesting birds would be less than significant.

Crotch Bumble Bee

Development of the Project site would result in the impact of 7.61-acres of native California buckwheat scrub and disturbed California buckwheat scrub, causing disruption, removal of habitat, and the loss of nectaring species for the Crotch Bumble Bee (CBB). California buckwheat scrub contains nectaring species for CBB causing potential adverse impacts. However, CBB Focused surveys were conducted during the 2024 season and CBB was not observed. CBB is not a covered

MSHCP species and is listed as a State Candidate Species. Mitigation Measures BIO-4 (MM BIO-4) through Mitigation Measure BIO-6 (MM BIO-6) are proposed to ensure that Project implementation activities affecting potential nectaring sources and nesting habitat are surveyed prior to impacts and vegetation removal is monitored during initial impacts to ensure no take of the species.

Furthermore, as part of the Project, the western portion of the Project will be designated as open space which provides nectaring sources and nesting habitat for CBB.

Mitigation Measures

BIO-1 Coastal California Gnatcatcher Survey

If grading and construction activities begin during the coastal California gnatcatcher breeding season (February 15 through August 31), a qualified biologist shall survey all potential nesting vegetation within and adjacent to the site for nesting coastal California gnatcatcher, prior to commencing vegetation removal. Surveys shall be conducted at the appropriate time of day. If no nesting coastal California gnatcatcher were observed, project activities may begin. Prior to the removal of vegetation on the project site, the qualified project biologist will use appropriate techniques to flush the coastal California gnatcatcher /bird(s) from the impacted area.

If an active coastal California gnatcatcher nest is located, the nest site shall be fenced a minimum of 500 feet in all directions, and this area shall not be disturbed until after the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by the activities. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas provided the qualified biologist develops a monitoring plan to prevent any impacts and obtain approval from the Resource Agencies prior to implementation.

BIO-2 Payment of Stephen's Kangaroo Rat Mitigation Fee

Prior to issuance of the grading permit, the Applicant shall pay the Stephen's Kangaroo Rat mitigation fee pursuant to City Ordinance No. 663. Per Ordinance No. 663, a fee of \$500 per gross acre is required.

BIO-3 Nesting Bird Avoidance

Prior to ground disturbances that would impact potentially suitable nesting habitat for avian species, the project Applicant shall adhere to the following:

1. Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to the extent feasible to avoid potential impacts to nesting birds and/or ground nesters.
2. Any construction activities that occur during typical nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitat, on-site and within 300-feet surrounding the site (as feasible), be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement ground disturbances. If active nests are identified, the biologist would establish buffers around the vegetation (500 feet for raptors and sensitive species, 200 feet for non-raptors/non-sensitive species). All work within these buffers would be halted until the nesting effort is finished (i.e. the juveniles are surviving independent from the nest). The onsite biologist would review and verify compliance with these nesting boundaries and would verify the

nesting effort has finished. Work can resume within these areas when no other active nests are found. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to City for mitigation monitoring compliance record keeping.

BIO-4 Crotch Bumble Bee

Preconstruction CBB Survey During Flight Season. Prior to ground disturbances during the CBB flight season (February – October) that would impact potentially suitable nectaring and nesting habitat for CBB, a flight/forage and nest search survey shall be conducted no more than 48 hours prior to initial vegetation removal and/or initial ground-disturbing activities by the CBB-qualified lead biologist and survey team. The 48-hour preconstruction surveys shall be repeated as necessary if the Project does not begin with 48 hours of completion of the preconstruction survey.

Protection of Occupied CBB Habitat. Occupied CBB habitat shall be defined as an active CBB nest and its 50-foot buffer including any obvious foraging/flight corridors that provide connectivity to other onsite foraging patches or connectivity to offsite foraging areas that are necessary to support the nest colony. The outer limits of the Occupied Habitat will be visibly flagged by the CBB qualified biologist upon discovery and protected in place as an Environmentally Sensitive Area (ESA). The qualified CBB biologist shall provide a notification with a map of the ESA to be protected in place to the Applicant/Contractor and CDFW within 24 hours of nest detection. The ESA shall be protected in place until the CBB nest colony is no longer active.

BIO-5 Biological Monitoring

A biological monitor shall be present during initial vegetation removal and initial ground disturbing activities that are schedule to occur during the CBB flight season (February – October). The biological monitor shall have the authority to temporarily stop work if impacts to a CBB individual or CBB active nest are likely to occur.

BIO-6 CDFW Reporting and Coordination

If a CBB individual (alive or dead) is detected during preconstruction surveys or monitoring and is still protected under CESA, CDFW shall be notified within 24-hours of detection as further coordination may be required to avoid or mitigate certain impacts and an Incidental Take Permit may be required.

Significance After Mitigation

Implementation of Mitigation Measures BIO-1 through BIO-4 would minimize potential impacts related to special-status species, thereby reducing potential impacts to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Special Status Plants Species

The project site does not provide suitable habitat for any special-status plant species and no observations of special status or sensitive plant species have been made. Thus, no impact would occur.

Jurisdictional Waters

A total of 0.12-acres of direct impacts would occur to Waters of the State, as regulated by CDFW. Additionally, a total of 0.10 -acres of direct impacts to Porter-Cologne Waters under the jurisdiction of RWQCB. Impacts to the drainages would be related to the construction of residential pads, infrastructure, and streets associated with the proposed project. The impacts would be related to unvegetated streambed, scattered native and non-native vegetation, and not wetlands. The quality of the drainage is characterized as poor due to the presence of unvegetated streambed, presence of non-native species, lack of typical riparian species, and does not exhibit the typical characteristics of a natural stream or watercourse. Any future flows would be captured and incorporated into the existing storm drainage system in Menifee Road.

Because approximately 0.12-acres of Waters of the State and 0.10 acres of Porter-Cologne Waters would be impacted, impacts to jurisdictional waters would be potentially significant. To offset the impacts to jurisdictional waters, Mitigation Measure BIO-7 would require the applicant to obtain regulatory permits and Mitigation BIO-6 would require the applicant to purchase 0.36-acres of re-establishment and/or rehabilitation credits, which represents a 3:1 mitigation to impact ratio, through Riverpark mitigation bank or an in-lieu fee program with written approval from CDFW and RWQCB. If credits from Riverpark are not available at the time of purchase, credits may be purchased from another RWQCB and CDFW approved mitigation bank or in lieu fee program, or the applicant may provide equivalent permittee responsible mitigation either on or off-site.

With implementation of Mitigation Measure BIO-7 and BIO-8, impacts related to jurisdictional waters would be less than significant.

Mitigation Measures

BIO-7 Regulatory Permits

Prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features, the Applicant shall obtain regulatory permits from the Resource Agencies.

BIO-8 Purchase of Mitigation Bank Credits

Prior to impacts to jurisdictional waters and to mitigate for the impacts to 0.12 -acres of non-wetland drainages, the Applicant shall purchase 0.36 - acres of re-establishment and/or rehabilitation credits, with a minimum of 0.12 acres of re-establishment credits purchased to ensure no net loss of MSHCP Features, through Riverpark Mitigation Bank in-lieu fee program (or an in-lieu fee program with written approval from CDFW/RWQCB) or 0.96 acres of preservation credits at Barry Jones Skunk Hollow Mitigation Bank. If credits from Riverpark are not available at the time of

purchase, credits will be purchased from another RWQCB- and CDFW-approved mitigation bank or in lieu fee program. The purchase of 0.36-acres of re-establishment and/or rehabilitation credits represents a 3:1 ratio of mitigation to impacts, with a minimum of 0.12 acres of re-establishment credits purchased to ensure no net loss of MSHCP Features, or the purchase of 0.96 acres of preservation credits at Barry Jones Skunk Hollow Mitigation Bank represents an 8:1 ratio of mitigation to impacts.

Significance After Mitigation

Implementation of Mitigation Measures BIO-7 and BIO-8 would minimize potential impacts related to riparian habitats, thereby reducing potential impacts to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Wildlife Movement

No known wildlife corridors or linkage areas are identified in the MSHCP as a Core Linkage onsite. The project site is further characterized by exposed areas that lack suitable cover outside of the California buckwheat scrub area and resources that are typically associated with wildlife movement areas (i.e. water). The project site's surrounding area includes a church building to the north, and a model airplane field to the south, and Menifee Road to the east. Residential development located south of the project site restricts any regional wildlife movement. Therefore, the project site is not used as a wildlife corridor, linkage, or specific travel route to and from nursery sites other important resources.

Movement on a local scale likely occurs with species adapted to urban environments due to the surrounding development and disturbances in the vicinity of the site. Although implementation of the project would result in disturbances to local wildlife movement within the site, those species adapted to urban areas would be expected to persist on-site following construction. As such, impacts related to regional and local wildlife movement would be less than significant.

Migratory Birds and Raptors

As detailed in threshold a above, the project site supports foraging habitat for migratory birds and raptors due to the non-native grasslands/ruderal and California buckwheat scrub habitat occurring on the project site. The project site provides nesting habitat for avian species due to the California buckwheat scrub present on the project site. Nesting activity typically occurs from January 15 through August 31 for raptors and February 15 through August 31 for all other avian species. Disturbing or destroying active nests is a violation of the MBTA (16 U.S.C. 703 et seq.). In addition, nests and eggs are protected under Fish and Wildlife Code Section 3503. As such, direct impacts to breeding birds (e.g. through nest removal) or indirect impacts (e.g. by noise causing abandonment of the nest) would be considered a potentially significant impact. Compliance with the MBTA would reduce impacts to a less than significant level, as detailed in Mitigation Measures BIO-1 and BIO-3.

Mitigation Measures

BIO-1 and BIO-3 would be applicable.

Significance After Mitigation

Implementation of Mitigation Measures BIO-1 and BIO-3 would minimize potential impacts related to wildlife movement, thereby reducing potential impacts to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The project site does not contain any tree species and the project would not remove any trees, thus the project would not conflict with a local tree preservation ordinance. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources and no impact would occur.

NO IMPACT

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

The project site is within the planning area of the Western Riverside MSHCP and complies with the provisions of that.

A total of 0.25-acres of features that meet the definition of riparian and/or riverine as outline within the MSHCP Section 6.1.2. The project site does not contain suitable habitat for any of the riparian/riverine vernal pool species listed in Section 6.1.2 of the MSHCP, including listed fairy shrimp. No impacts to those species listed in Section 6.1.2 of the MSHCP are associated with project implementation due to the lack of suitable habitat onsite. Specifically, the project site lacks suitable soils, sign of inundation (seasonal depression, soil cracking, etc.) and/or characteristic vernal pool plant species, no suitable habitat for fairy shrimp is present onsite. The project site is dominated by well drained substrates and focused surveys for fairy shrimp are not warranted.

A total of 0.12-acres of impacts to MSHCP Riparian/Riverine features would occur to the drainages that occur onsite. The MSHCP Riparian/Riverine feature have minimal biological value, composed mainly of an unvegetated streambed or non-native/invasive earthen bottom, and lack of consistent hydrology. Furthermore, a Consistency Analysis and Determination of Biologically Equivalent or Superior Preservation (DBESP) is prepared for impacts to MSHCP Riverine features.

While an approximate 0.12 acres of MSHCP Riparian/riverine areas would be impacted, the impacts would be considered significant. However, to offset the impacts, MM BIO-8 requires the applicant to purchase 0.36-acres of re-establishment and/or rehabilitation credits through Riverpark Mitigation Bank in-lieu fee program (or an in-lieu fee program with written approval from CDFW/RWQCB). The purchase of 0.36-acres of re-establishment and/or rehabilitation credits purchased to ensure no net loss of MSHCP Features represents a 3:1 ratio of mitigation to impacts. Given the current limited biological value of the drainages, minimal biological value, composed mainly of unvegetated streambed or non-native/invasive earthen bottom, and lack of consistent hydrology, the purchase of 0.36-acres of re-establishment and/or rehabilitation credits would be biologically superior to the

impacts to the unnamed drainages. If credits from Riverpark are not available at the time of purchase, credits will be purchased from another RWQCB and CDFW approved mitigation bank or in lieu fee program. The mitigation measure outlined above within MM BIO-8 would reduce impacts to less than significant.

With the implementation of MM BIO-8, potential impacts to MHSCP riparian/riverine features are reduced to a less than significant level. Therefore, the project is consistent with the goals and objectives within MSHCP Section 6.1.2.

The project site is not located to an existing or proposed MSHCP Conservation Area as pursuant to Section 6.1.4 of the MSHCP. Furthermore, the project site does not function as a regional wildlife corridor but may function on a local scale. Movement on a local scale likely occurs with species adapted to urban environments due to the surrounding development and disturbances in the vicinity of the site. Although implementation of the project would result in disturbances to local wildlife movement within the site, those species adapted to urban areas would be expected to persist on-site following construction. As such, impacts would be less than significant, and no mitigation measures would be required.

project impacts by themselves would not be expected to interfere with the wildlands interface within the region; however, the following Urban/Wildland Interface Guidelines will be implemented through the participation in the MSHCP and implemented through the Conditions of Approval.

Water Quality/Hydrology

The project will comply with all applicable water quality regulations and Best Management Practices as part of prepared Water Quality Management Plan (WQMP) and Stormwater Pollution Prevention Plan (SWPPP) prepared for the project and required by Conditions of Approval.

Toxics

Toxic sources within the project Site would be limited to those commonly associated with landscape activities such as pesticides, insecticides, herbicides, and fertilizers. The project will comply with all applicable water quality regulations to ensure adequate long-term treatment.

Lighting

Night lighting associated with the proposed project Site improvements that are adjacent to proposed open space areas would be directed away to reduce potential indirect impacts to wildlife species.

Noise

The project site impacts are limited to the eastern portion of the site, which is adjacent to Menifee Road therefore, already subject to ambient roadway noise. Wildlife within the western portion of the project site, which is to remain as open space, will not be subject to noise that exceeds current ambient noise. Short-term construction related noise impacts will be reduced with implementation of the suggested noise mitigation measures identified in Section 13, Noise, below.

Invasive Species

As part of project design, the landscape plans do not utilize any invasive species adjacent to the proposed open space areas.

Implementation of the aforementioned guidelines will minimize project indirect impacts to a less than significant level and would be consistent with the goals and objectives within MSHCP Section 6.1.4.

Burrowing Owls

Step I of the Burrowing Owl (BUOW) Habitat Assessment survey was conducted on May 18, 2023, to determine if the project site contains suitable BUOW habitat. Based on the Habitat Assessment it was determined the project site contained small burrows with small in diameters openings. Due to the presence of the small burrows, and out of an abundance of caution, four focused burrowing owl surveys were performed. No BUOWs or BUOW or keys signs (sight, whitewash, burrows, bones, feathers, pellets, nests, and calls) were observed during the field surveys.

Based on the Habitat Assessment and the four focused burrowing owl survey results, it was determined the project site is not occupied by BUOW. No BUOWs or BUOW or keys signs (sight, whitewash, burrows, bones, feathers, pellets, nests, and calls) were observed during the field surveys and the project site is not occupied by BUOW. Overall, the project site lacked necessary sized burrows as the burrow observed were vertical with small diameter entry points. Furthermore, the project site is densely vegetated with scrub habitat and ruderal species, which prevents and deters occupation of BUOW. No California ground squirrels were observed during the surveys. Therefore, based on the focused burrowing owl survey results, lack of suitably sized BUOW burrows, dense vegetation cover, and fuel abatement maintenance that occurs on the project Site, it is determined that the project site is not occupied by BUOW.

Due to the negative results of the focused survey and with the City's participation in the MSHCP, a BUOW pre-construction survey outlined within in MM BIO-9, below, will be required to ensure protection for this species and compliance with the conservation goals as outlined within the MSHCP.

Mitigation Measures

BIO-9 Burrowing Owl

Prior to impacts, a pre-construction survey for burrowing owl within the Study Area (project site and surrounding 500-foot buffer) shall be conducted by a qualified biologist where suitable habitat is present within 30 days to the commencement of ground disturbing activities.

If active burrowing owl burrows are detected during the breeding season, all work within 300 feet of any active burrow will be halted until that nesting effort is finished. The on-site biologist will review and verify compliance with these boundaries 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 Exclusion Plan that shall be prepared by the Applicant and approved by the County of Riverside Environmental Programs Department (EPD) in consultation with CDFW. The Burrowing Owl Exclusion Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and 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.

Significance After Mitigation

With implementation of Mitigation Measure BIO-9, potential impacts to burrowing owls are reduced to a less than significant level and the project would be consistent with the goals and objectives within MSHCP Section 6.3.2.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This analysis incorporates the results provided in the Cultural Resources Assessment prepared by Brian F. Smith and Associates (BFSA), dated May 24, 2024 (Appendix D).

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

According to the records search from Eastern Information Center at University of California Riverside on August 4, 2022, 18 cultural resources were identified within a one-mile radius of the project, five of which were historical and consists of three homesteads with associated trash scatter, one farm property with associated trash scatter and trough, and one historic homesite and olive orchard; however, no historical resources were recorded within the project site. Based on the historic maps and aerial photographs, no structures have ever been located within the project site. The project site appears to have always been vacant with only the eastern portion subject to sporadic clearing of vegetation. In addition, there were no historical resources found on the project site during the field survey conducted by BFSA on August 4 and 5, 2022; therefore, there is no built environment to be considered a historical resource pursuant to Section 15064.5. Accordingly, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5. Thus, no impact would occur.

NO IMPACT

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

As previously mentioned, the records search identified 18 cultural resources within a one-mile radius from the project site, 12 of which are prehistoric and one of which is multicomponent. The prehistoric resources consist of one metate slick, two camp sites, two bedrock milling sites, four bedrock milling sites with associated lithic scatters, one habitation debris and lithic scatter, one archaeological district, and one isolate. The one multicomponent site contains a prehistoric bedrock

milling site and historic domestic refuse. Out of the 12 prehistoric resources, two prehistoric bedrock milling sites with limited associated lithic artifacts (RIV-7733 and RIV-7734) were recorded in 2005 within the project site. Site RIV-7733 was recorded as eight prehistoric bedrock milling features and one mano fragment with an area of 4,736 square meters in the northeast portion of the project site. Site RIV-7734 was recorded as five prehistoric bedrock milling features and two lithic flakes with an area of 1,620 square meters in the northeast portion of the project site. According to the field survey conducted on August 4 and 5, 2022, BFSa found Site RIV-7733 and Site RIV-7734. BFSa identified two additional prehistoric bedrock milling features, each containing a single milling slick and one metavolcanic lithic flake tool, expanding Site RIV-7733 to 6,063 meters. BFSa also identified two additional prehistoric bedrock milling features each containing a single milling slick and one quartzite prehistoric lithic flake, expanding Site RIV-7734 to 4,709 meters.

Both RIV-7733 and RIV-7734 have been previously evaluated as not eligible for the California Register of Historical Resources (CRHR). Although both sites are not CRHR eligible, based on input from both the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians for similar recent projects in the area, where feasible, an attempt should be made to relocate any milling feature that would be impacted by the development to an open area of the project. Given the presence of two archaeological sites within the project site, the potential exists that buried archaeological resources could be present within the project site. Therefore, the project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 for which mitigation is required.

Mitigation Measures

CUL-1 Obtaining a Qualified Archaeologist

Prior to the issuance of the grading permit, the applicant shall provide written verification that a certified archaeologist has been retained to implement the monitoring program. This verification shall be presented in a letter from the project archaeologist to the lead agency.

CUL-2 Native American Monitoring

The project applicant shall provide Native American monitoring during grading. The Native American monitor shall work in concert with the archaeological monitor to observe ground disturbances and search for cultural materials. The certified archaeologist shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program.

CUL-3 Bedrock Milling Features Relocation

Prior to the start of grading, prehistoric milling features within the grading envelope shall be reviewed to identify which features can be relocated and preserved. Although these features are not evaluated under CEQA as significant, the Native American tribal groups from this area consider these features as important links to their ancestors. Therefore, where feasible, an attempt should be made to relocate bedrock milling features from sites RIV-7733 and RIV-7734, which may fall within the grading envelope, into an available open space or landscaping area within the project site.

CUL-4 Archaeologist and Tribal Monitor Inspections

During the original cutting of previously undisturbed deposits, the archaeological monitor(s) and tribal representative shall be on-site, as determined by the consulting archaeologist, to perform periodic inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The consulting archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated. Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored grading can proceed.

CUL-5 Unanticipated Discovery of Archaeological Resources

In the event that previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the lead agency at the time of discovery. The archaeologist, in consultation with the lead agency, shall determine the significance of the resources discovered. The lead agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency before being carried out using professional archaeological methods. If any human bones are discovered, the county coroner and lead agency shall be contacted. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the NAHC, shall be contacted in order to determine proper treatment and disposition of the remains.

Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The project archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. All cultural material collected during the grading monitoring program shall be processed and curated or re-buried according to the current professional repository standards. If curated, the collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation. A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include Department of Park and Recreation Primary and Archaeological Site Forms.

Significance After Mitigation

Implementation of Mitigation Measures CUL-1 through CUL-5 would minimize potential impacts related to archaeological resources, thereby reducing potential impacts to a less-than-significant level.

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

Based on the 2022 records search and field survey conducted by BFSa, no known human remains have been documented within the project site or the immediate vicinity. While the project site is unlikely to contain human remains, the potential for the recovery of human remains during ground-

disturbing activities is always a possibility. If human remains are found, existing regulations outlined in the California Health and Safety Code Section 7050.5 state that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant."

The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the Community Development Director.

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

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

LESS-THAN-SIGNIFICANT IMPACT

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This analysis incorporates the results provided in the Air Quality and Greenhouse Gas Report prepared by Rincon Consultants in August 2024 (Appendix A).

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Construction Energy Demand

During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction workers travel to and from the project site, and vehicles used to deliver materials. In addition, the project would require hauling material offsite during grading; vendor trips during building construction; and worker trips for all phases of construction, such as grading, paving, building construction, and architectural coating.

The total gasoline and diesel fuel consumption during project construction was estimated using the assumptions and factors from CalEEMod used to estimate construction air emissions (Appendix A). Table 6 presents the estimated construction phase energy consumption, indicating construction equipment and hauling and vendor trips would consume 62,957 gallons of diesel fuel, and worker trips would consume about 5,171 gallons of other petroleum fuel over the project construction period.

Table 6 Estimated Fuel Consumption during Construction

Fuel Type	Gallons of Fuel	MMBtu
Diesel Fuel (Construction Equipment)	50,834	6,479
Diesel Fuel (Hauling & Vendor Trips)	12,123	1,545
Other Petroleum Fuel (Worker Trips)	5,171	568
Total	68,128	8,592

See Appendix A for calculation details

The construction energy estimates represent a conservative estimate as the construction equipment used in each construction phase was assumed to operate every day of construction. Construction equipment would be maintained to applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical for construction sites. It is reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. Therefore, the project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction and impacts would be less than significant.

Operational Energy Demand

The operation of the project would increase the regional and local energy demand from consuming electricity. Electricity would be used for heating and cooling systems, lighting, appliances, and water use. The project would result in an increase of 424 daily vehicle trips and 1,559,395 vehicle miles travelled per year. The project is anticipated to consume approximately 66,646 gallons of gasoline and 15,588 gallons of diesel per year as shown in Appendix A.

Operation of the proposed project would consume approximately 0.42 gigawatt per hour (GWh) of electricity per year (Appendix A). As mentioned, the project would be served by Southern California Edison (SCE), which provided more than 85,870 GWh of electricity in 2022. The proposed project's total electricity demand would be less than 0.01 percent of SCE's projected low demand supply of 100,313 GWh in 2027 (CEC 2024e). In addition, the proposed project would be required to comply with the applicable portions of the California Energy Code and California Green Building Standards Code (CALGreen Code), which establish planning and design standards for sustainable development, energy efficiency, water conservation, and material conservation. By required compliance with applicable regulations and continued energy efficient programs implemented by SCE, the proposed project's potential impacts regarding wasteful or inefficient use of electricity would be less than significant. The project would consume approximately 0.017 million British thermal units (MMthms) of natural gas per year (Appendix A). As mentioned, the project would be served by SoCalGas, which provided more than 5,206.5 MMthms of natural gas in 2022 (CEC 2024d). Based on the 2022 California Gas Report, the California Energy and Electric Utilities estimates that natural gas capacity per day within SoCalGas' planning area would be 38,313 MMthms in 2027 (the project's buildout year) (SoCalGas 2022). This report predicts gas demand for all sectors (residential, commercial, industrial, energy generation and wholesale exports) and presents the best estimates, as well as scenarios for hot and cold years. The project's annual consumption would be less than 0.01 percent of the 2027 forecasted daily capacity in SoCalGas' planning area. SoCalGas expects overall natural gas demand to decline through 2035, even accounting for population and economic growth, with efficiency improvements and the State's transition away from fossil fuel-generated electricity to increased renewable energy. The 2023 California Gas Report states, "SoCalGas projects total gas demand to decline at an annual rate of 1.1 percent per year from 2022 to 2035 (SoCalGas 2023). The decline in throughput demand is due to modest growth in the natural gas vehicle market and across-the-board declines in other market segments." As such, SoCalGas' existing and planned natural gas capacity, supplies and infrastructure would be sufficient to serve the project's demand.

The project would also comply with all standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. The 2022 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. As the name implies, these standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. The standards are updated every three years and each iteration is more energy efficient than the previous standards.

In conclusion, the construction of the project would be temporary and typical of similar projects and would not result in wasteful energy use. The operation of the project would be consistent with the 2022 Energy Code by including photovoltaic (PV) provisions consistent with residential requirements. In addition, the project would reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by SCE continues to increase to comply with State requirements of SB 1020, which creates clean electricity targets for eligible renewable energy resources and zero-carbon resources to supply 90 percent of retail sale electricity by 2035, 95 percent by 2040, 100 percent by 2045, and 100 percent of electricity procured to serve all state agencies by 2035. Therefore, the project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project operation and impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The City of Menifee General Plan contains policies such as Policy OCS-4.1, Policy OCS-4.3, and Policy OCS-9.5 intended to increase energy efficiency in Menifee. As described under Response 6(a), the proposed project would comply with CALGreen, and the state's Building Energy Efficiency Standards by including PV provisions consistent with residential requirements and energy efficient appliances. In addition, the project would reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by SCE continues to increase to comply with State requirements of SB 1020.

With regard to transportation related energy usage, the proposed project would not conflict with the goals of SCAG's 2024–2050 RTP/SCS, which incorporates vehicle miles traveled (VMT) targets established by SB 375. SCAG's 2024–2050 RTP/SCS focuses on four core categories: mobility, communities, environment and economy. In addition, the SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The proposed project would be consistent with the energy efficiency policies by being consistent with the CALGreen and Building Energy Efficiency Standards for appliances and electric charging provisions. The project is near existing residential neighborhoods provided connectivity with the existing land use area, which could reduce reliance of motor vehicle use. The 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.

LESS-THAN-SIGNIFICANT IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This analysis incorporates the results provided in the Paleontological Assessment prepared by Brian F. Smith and Associates on August 18, 2022 (Appendix E) and the Geotechnical and Infiltration Evaluation prepared by GeoTek on September 22, 2022 (Appendix F).

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

The project site is not located within the Alquist-Priolo Earthquake Fault Zone (California Geological Survey [CGS] 2024; GeoTek 2022). The project site, like much of the Southern California region, may experience moderate to potentially severe ground shaking from earthquakes generated on known faults within 60 miles (approximately 100 kilometers) of the project site. However, there are no active faults known to exist within or in the immediate vicinity of the project site. The nearest active faults are the Casa Loma Fault of the San Jacinto Fault Zone located approximately 10 miles northeast of the project site and the Wildomar Fault of the Elsinore Fault Zone located approximately 10.8 miles southwest of the project site. Because there are no known active or potentially active faults passing through the site, the potential of on-site ground rupture due to movement on an underlying fault is not considered a significant hazard. Therefore, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The proposed project would be subject to ground shaking impacts should a major earthquake in the area occur in the future. Potential impacts include injury or loss of life and property damage. The project site is subject to strong seismic ground shaking as are virtually all properties in Southern California.

The proposed single-family residences would be subject to the seismic design criteria of the California Building Code (CBC). The 2022 CBC (CBC, California Code of Regulations, Title 24, Part 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. Adherence to these requirements would reduce the potential of the building from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements would minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations would reduce the risk of loss, injury, and death; impacts due to strong ground shaking would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

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

According to the CGS and the Menifee General Plan Safety Element, the project site is not located in a Zone of Required Investigation for liquefaction (CGS 2024; Menifee 2013). This indicates that the area has not been subject to historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions do not indicate potential for permanent ground displacement such that mitigation as defined in Public Resources Code Section 2693(c) would be required. Further, the Geotechnical and Infiltration Report concluded that liquefaction is not considered to be a hazard at the project site due to the presence of shallow bedrock materials and groundwater was not encountered in exploratory borings (GeoTek 2022). Therefore, impacts from seismically induced liquefaction would be considered less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The geologic character of an area determines its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential for slope failure and landslide events. In order to fail, unstable slopes need to be disturbed; common triggering mechanisms of slope failure include undercutting slopes by erosion or grading, saturation of marginally stable slopes by rainfall or irrigation; and shaking of marginally stable slopes during earthquakes.

According to the CGS, the project site is not located in a Zone of Required Investigation for landslides and the Geotechnical and Infiltration Report determined landslide hazards for the project site are considered negligible (CGS 2024; GeoTek 2022). However, the mountainous portions of the project site are within the City's General Plan Safety Element's landslide hazard zones (Menifee 2013a). The proposed project would not introduce any development in the mountainous portions of the project site within a landslide hazard zone. Furthermore, the project is required to be constructed in accordance with the CBC which would ensure that the development would not exacerbate risk of landslides. Therefore, through compliance with CBC requirements, impacts related to landslides would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. The proposed project has the potential to expose surficial soils to wind and water erosion during construction activities, particularly during grading and excavation activities. Fugitive dust caused by strong wind and/or earth-moving operations during construction would be minimized through compliance with SCAQMD Rule 403, which prohibits visible particulate matter from crossing property lines. Standard

practices to control fugitive dust emissions include watering of active grading sites, covering soil stockpiles with plastic sheeting, and covering soils in haul trucks with secured tarps. In addition, the potential for project construction activities to result in increased erosion and sediment transport by stormwater to surface waters would be minimized because the project would be required to comply with a Construction General Permit, which is issued by the State Water Resources Control Board (SWRCB). The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP), which outlines best management practices (BMPs) to reduce erosion and topsoil loss from stormwater runoff (also refer to the discussion in Section 10, *Hydrology and Water Quality*). Compliance with the Construction General Permit would ensure that BMPs are implemented during construction and minimize substantial soil erosion or the loss of topsoil. Upon completion of construction, the project site would be stabilized with landscaping and paving, and operational activities would not result in soil erosion. Therefore, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Impacts related to liquefaction and landslides are discussed above. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. The Geotechnical and Infiltration Report concluded that evidence of slope instabilities (i.e. lateral spreading) was not observed during the investigation. The Geotechnical and Infiltration Report also concluded that there is potential for approximately 0.1 feet of subsidence in areas of the project site underlain by very old alluvial-fan deposits and negligible potential for subsidence in areas of shallow bedrock. Furthermore, the project is required to be constructed in accordance with the CBC. Therefore, through compliance with CBC requirements, impacts related to unstable soils would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

According to the Geotechnical and Infiltration Report, the project site is underlain with surficial materials that were tested and found to have a “very low” expansion potential. Thus, the proposed project would not be located on expansive soil and would not create substantial direct or indirect risks related to expansive soils. Impacts would be less than significant.

NO IMPACT

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

Wastewater generated by the proposed project would require conveyance through a municipal sewage system and would not utilize a septic system. Therefore, the proposed project would not

have an impact on soils incapable of adequately supporting the use of septic tanks. No impact would occur.

NO IMPACT

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

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the history of the earth and its past ecological settings. According to the Paleontological Assessment prepared for the project by Brian F. Smith and Associates in 2022 (Appendix E) and General Plan's Open Space and Conservation Element, the project site is within a high paleontological sensitivity area (Brian F. Smith and Associates 2022; Meniffee 2013). Construction activities such as grading, excavation, drilling, or any other activity that disturbs the surface or subsurface geologic formations may result in the destruction, damage, or loss of scientifically important paleontological resources if they are present. The Paleontological Assessment prepared for the project recommends a Paleontological Resource Impact Mitigation Program (PRIMP) to be prepared for the project to reduce project impacts. The PRIMP shall be implemented through Mitigation Measure GEO-1, as detailed below. Thus, with implementation of Mitigation Measure GEO-1, impacts would be less than significant.

Mitigation Measure

GEO-1 Paleontological Resource Impact Mitigation Program

A city-qualified paleontologist or paleontological monitor shall monitor mass grading and excavation activities full-time, starting at five feet below the surface, in areas of grading or excavation in undisturbed Pleistocene very old alluvial fan deposits.

Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the project paleontologist, who will then notify the concerned parties of the discovery.

Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils shall be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes are taken on the map location and stratigraphy of the site, which shall be photographed before it is vacated and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites shall be protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils shall be collected in a similar manner, with notes and photographs being taken before removing the fossils. Precise location of the site shall be determined with the use of handheld GPS units. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that are too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help remove the jacket to a safe location.

Isolated fossils shall be collected by hand, wrapped in paper, and placed in temporary collecting flats or five-gallon buckets. Notes shall be taken on the map location and stratigraphy of the site, which shall be photographed before it is vacated and the fossils are removed to a safe place.

Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several five-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material. For vertebrate fossils, the test is usually the observed presence of small pieces of bones within the sediments. If present, multiple five-gallon buckets of sediment can be collected and returned to a separate facility to wet-screen the sediment.

In accordance with the “Microfossil Salvage” section of the SVP guidelines, bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of producing fossil “microvertebrates” to evaluate the feasibility of the deposit to yield fossil bones and teeth.

In the laboratory, individual fossils shall be cleaned of extraneous matrix, any breaks shall be repaired, and the specimen, if needed, shall be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).

Recovered specimens shall be prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than accumulation of invertebrate fossils.

Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the WSC) shall be conducted. The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the lead agency (the City of Menifee) shall be consulted on the repository/museum to receive the fossil material.

A final report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to, and accepted by, the appropriate lead agency, will signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Significance After Mitigation

Implementation of Mitigation Measure GEO-1 would minimize potential impacts related to paleontological resources, thereby reducing potential impacts to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This discussion incorporates the results provided in the Air Quality and Greenhouse Gas Report prepared by Rincon Consultants in August 2024 (Appendix A).

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. As a result, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

To determine a project-specific threshold, guidance on GHG significance thresholds in the region from SCAQMD, the air district in which the project site is located, was used. The SCAQMD's GHG CEQA Significance Threshold Working Group considered a tiered approach to determine the significance of residential and commercial projects. The draft tiered approach is outlined in meeting minutes dated September 28, 2010 (SCAQMD 2010):

- **Tier 1.** If the project is exempt from further environmental analysis under existing statutory or categorical exemptions, there is a presumption of less than significant impacts with respect to climate change. If not, then the Tier 2 threshold should be considered.
- **Tier 2.** Consists of determining whether the project is consistent with a GHG reduction plan that may be part of a local general plan, for example. The concept embodied in this tier is equivalent to the existing concept of consistency in CEQA Guidelines Section 15064(h)(3), 15125(d) or 15152(a). Under this Tier, if the Proposed project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions. If there is not an adopted plan, then a Tier 3 approach would be appropriate.
- **Tier 3.** Establishes a screening significance threshold level to determine significance. The Working Group has provided a recommendation of 3,000 MT CO₂e per year for nonindustrial projects.

- **Tier 4.** Establishes a service population threshold to determine significance. The Working Group has provided a recommendation of 4.8 MT CO₂e per year for land use projects.

Tier 1 would not apply to the project as it is not exempt from environmental analysis. For Tier 2, the City of Menifee does not have a qualified GHG reduction plan in its general plan or climate adaptation plan. Therefore, for a project-specific threshold, the City of Menifee has selected SCAQMD's 3,000 MT CO₂e per year threshold for nonindustrial projects as the applicable project-specific threshold, in accordance with Tier 3. The SCAQMD's 3,000 MT CO₂e per year threshold is frequently used by jurisdictions across Southern California to determine GHG emissions impacts from nonindustrial projects. In addition, the project is evaluated based on consistency with plans and policies adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change. The most directly applicable adopted regulatory plans to reduce GHG emissions are the 2022 Scoping Plan, the 2024-2050 RTP/SCS, and the City of Menifee General Plan.

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

Construction of the proposed project would generate temporary GHG emissions primarily from the operation of construction equipment on-site as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials. project construction would begin in March 2026. As shown in Table 7, construction of the proposed project would generate an estimated total of 660 MT CO₂e. Amortized over a 30-year period per SCAQMD guidance, construction of the proposed project would generate an estimated 22 MT CO₂e per year.

Table 7 Estimated Construction Emissions of Greenhouse Gases

Construction	Project Emissions MT CO ₂ e
2026	541
2027	119
Total	660
Amortized over 30 Years	22

MT CO₂e = metric tons of carbon dioxide equivalent
Source: Appendix A

Operation of the proposed project would generate GHG emissions associated with mobile sources, area sources, energy and water usage, wastewater and solid waste generation. Table 8 combines the estimated construction and operational GHG emissions associated with development of the project.

Table 8 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (MT CO ₂ e)
Construction¹	22
Operational	740
Mobile	558
Area	10
Energy	152

Emission Source	Annual Emissions (MT CO ₂ e)
Water	8
Waste	13
Refrigerant	<1
Total	762
SCAQMD Numeric Threshold	3,000
Exceed Threshold?	No

MT CO₂e = metric tons of carbon dioxide equivalent

¹ Amortized construction related GHG emissions over 30 years

Source: Appendix A.

As shown in Table 8, annual emissions from the proposed project would be approximately 762 MT of CO₂e per year, which would not exceed SCAQMD's screening-level threshold of 3,000 MT of CO₂e per year for nonindustrial projects. Therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Several plans and policies have been adopted to reduce GHG emissions in Southern California region, including the state's 2022 Scoping Plan, the SCAG's 2024-2050 RTP/SCS, and the City of Menifee's General Plan. The proposed project's consistency with these plans is discussed in the following subsections.

Consistency with Applicable Plans and Policies

2022 Scoping Plan

The principal state plan to monitor and regulate GHGs is AB 32, the California Global Warming Solutions Act of 2006, which was followed by SB 32. The quantitative goal of AB 32 was to reduce GHG emissions to 1990 levels by 2020. According to CARB, California achieved its 2020 GHG emission reduction target in 2016. The goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. In 2022, the state passed AB 1279, which declares the state would achieve net-zero GHG emissions by 2045 and would reduce GHG emissions by 85 percent below 1990 levels by 2045. The latest iteration of the Scoping Plan is the 2022 Scoping Plan, which focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the state's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities. The 2022 Scoping Plan's strategies that apply to the proposed project include the following:

- Reducing fossil fuel use, energy demand and VMT.
- Building Decarbonization.

- Maximizing recycling and diversion from landfills.

The 2022 Scoping Plan Appendix D, Local Actions, provides suggestions for prioritizing the various types of mitigation, starting with on-site GHG-reducing design features and mitigation measures, such as methods to reduce VMT and support building decarbonization, access to shared mobility services or transit, and EV charging. The 2022 Scoping Plan VMT Reduction priority area focuses on projects that do not result in the loss or conversion of natural and working lands. The project site is not considered a natural working land and would be consistent with this priority area. The proposed project would be consistent with the Transportation Electrification priority area and include electric vehicle charging infrastructure consistent with the latest CALGreen standards. Therefore, the proposed project would not conflict with the 2022 Scoping Plan.

SCAG’s 2024-2050 RTP/SCS

On April 4, 2024, SCAG’s Regional Council formally adopted the 2024-2050 RTP/SCS (titled Connect SoCal 2024). The SCAG 2024-2050 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars in the SCAG region by 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018.³ The 2024-2050 RTP/SCS focuses on four core categories: mobility, communities, environment and economy. In addition, the SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The project’s consistency with the 2024-2050 RTP/SCS is discussed in Table 9.

Table 9 Project Consistency with Applicable SCAG RTP/SCS Strategies

Reduction Strategy	Project Consistency
<p>Mobility</p> <ul style="list-style-type: none">▪ Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).	<p>Consistent. The proposed project would add 45 residential lots and would provide connectivity with several residential neighborhoods, which could potentially promote walking, biking, and rolling near the project site. Therefore, the project would provide safe, multimodal network with flexible use of public rights of way.</p>
<p>Environment</p> <ul style="list-style-type: none">▪ Support investments that reduce hazardous air pollutants and greenhouse gas emissions.▪ Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable▪ Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.	<p>Consistent. The project would be consistent with the provisions of the Title 24 Building Energy Efficiency Standards and install energy efficient appliances. In addition, the project would be consistent with CALGreen’s electric vehicle charging for new construction for single family dwelling units. The project would include drought tolerant plants and install automatic irrigation systems that would conserve water and provide efficient and uniform distribution of irrigation water. Therefore, the project would be consistent with environmental</p>

³ Eight percent emissions reduction from 2005 levels by 2020 target was achieved (SCAG 2024).

Reduction Strategy	Project Consistency
	policies and strategies that would reduce GHG emissions.
Source: SCAG 2024	

As shown in Table 9, the proposed project would not conflict with the 2024-2050 RTP/SCS.

City of Menifee General Plan

Senate Bill 379 requires all cities to include climate adaptation and resiliency strategies in their General Plan Safety Element. The goals, policies, and objectives of this section are derived from a climate vulnerability assessment, which identifies the exposure risks; sensitive structures, functions, and populations; potential impacts and risks; and the City's adaptive capabilities. In addition, the City's General Plan Open Space and Conservation Element includes air quality goals and policies; as well emissions reduction consideration in the Land Use and Circulation Elements through policies that encourage local jobs and housing balance, improving the transportation network, and uses of neighborhood electric vehicles. Table 10 summarizes the project's consistency with the City of Menifee General Plan goals and policies indirectly related to GHG emissions.

Table 10 Project Consistency with the City of Menifee General Plan

Policy	Consistency
Policy S-7.1: Continue to require environmental analysis for proposed projects which may produce harmful levels of greenhouse gas.	Consistent. GHG emissions generated by the proposed project would be significant if SCAQMD's 3,000 MT CO ₂ e per year threshold for non-industrial projects is exceeded. As shown in Impact GHG-1, the project would not exceed SCAQMD's GHG threshold and would not produce harmful level of GHG.
Policy S-7.2: Ensure that the City's water supply is protected against drought conditions intensified by climate change.	Consistent. The project would be consistent with the 2022 CALGreen standards and install water efficient appliances. The project would install drought tolerant plants with low to medium water use that would be mediterranean and California climate friendly. Additionally, drip and/or bubble irrigation, low-volume, or low-pressure micro-irrigation system would be installed to conserve and provide water efficiently.
Policy S-7.9: Promote drought resistant landscaping to continue reducing water consumption and potential fuel sources.	
Policy OCS-7.2: Encourage water conservation as a means of preserving water resources	
Policy OCS-4.1: Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.	Consistent. The project must comply with the latest Title 24 standards, which promote energy conservation in new buildings. The project would align with the solar provisions for single-family units as outlined in the 2022 Building Energy Efficiency Standards and CALGreen's electric vehicle charging requirements for new construction of single-family dwelling units.

Source: City of Menifee 2012d

In summary, the plan consistency analysis provided above demonstrates that the project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2022 Scoping Plan, the 2024-2050 RTP/SCS, and the City of Menifee General Plan. Consistency with the above plans, policies, regulations and GHG reduction actions/strategies would reduce the project's incremental contribution of GHG emissions. Therefore, the project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This discussion incorporates the results provided in the Phase I Environmental Site Assessment prepared by Global Investment & Development on October 6, 2021 (Appendix G).

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

Project construction would involve the temporary use of potentially hazardous materials such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, standard construction Best Management Practices (BMPs) for the use and handling of such materials would avoid or reduce the potential for such conditions to occur. Any use of potentially hazardous materials during construction of the project would comply with all local, state, and federal regulations regarding the handling of potentially hazardous materials, including Title 49 of the Code of Federal Regulations and Title 22, Division 4.5 of the California Code of Regulations. Risk of spills would cease after construction is completed.

Operation and maintenance of the proposed project would likely involve the use of common household materials such as cleaning and degreasing solvents, fertilizers, and pesticides. In addition, chemicals, such as chlorine, for the maintenance of the pools would also potentially be stored on site in minor quantities. These and other materials used in the regular maintenance of the building and landscaping would also be utilized in the secondary activities associated with the single-family developments. Use of these materials would be subject to compliance with existing regulations, standards, and guidelines established by the federal, state, and local agencies related to storage, use, and disposal of hazardous materials. The transport, use, and storage of hazardous materials during construction of the project would be subject to all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

During construction, hazardous materials such as fuels, oils, and lubricants would be transported to the project site and used in construction vehicles and equipment. If not managed appropriately, these hazardous materials could be unintentionally released resulting in adverse effects to workers, the public and/or the environment. However, the potential for accidental releases would be minimized through adherence to existing regulatory requirements. Furthermore, the contractor and construction crews for the proposed project would be required to comply with all applicable regulations governing the storage, handling, and disposal of hazardous materials and waste. Adherence to applicable hazardous materials and waste regulations would minimize the risk of the release of hazardous materials to the public and environmental to less than significant levels.

Similarly, compliance with applicable regulations involving hazardous materials and waste during operation, including Title 49 of the Code of Federal Regulations and Title 13 of the California Code of Regulations, would ensure that such materials are transported, used, stored, and disposed of in a manner that minimizes the potential for upset and accidental conditions resulting in the release of hazardous materials into the environment. However, the proposed use of the site as a residential development would not include the storage of any substantial quantities of hazardous materials.

Minor amounts of fuels, oils, or coolant may leak from vehicles but not in substantial quantities that would represent a significant threat to human health or the environment. With compliance with existing regulations, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The project site is not located within 0.25 mile of any schools. The closest school is Ethan A. Chase Middle School, located approximately 0.66 mile east of the project site. During construction of the project, hazardous and potentially hazardous materials would be utilized for the transport and operation of vehicles and machinery. As discussed above, the transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Additionally, operation of the proposed residential project would not involve the use or transport of large quantities of hazardous materials. Therefore, impacts related to hazardous emissions or materials affecting local schools would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Government Code Section 65962.5 requires the California Environmental Protection Agency to develop an updated Cortese List. The California Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List. The analysis for this section included a review of the following resources to provide hazardous material release information:

- SWRCB GeoTracker database
- DTSC EnviroStor database

According to the GeoTracker and EnviroStor databases, there are no leaking underground storage tank (LUST) or other clean-up sites within 0.25 mile of the project site (DTSC 2024; SWRCB 2024). Therefore, the project is not located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment. Additionally, the Phase I Environmental Site Assessment determined that there is no evidence of a recognized environmental condition or concern, hazardous substances or wastes, spills or leaks, or storage tanks in connection with the project site (Global Investment & Development 2021).

The Phase I Environmental Assessment determined that the project site was historically used for agriculture which may have utilized pesticides which are currently considered a health risk (Global Investment & Development 2021). Construction activities such as grading, excavation, drilling, or any other activity that disturbs the surface or subsurface geologic formations may result in exposure

to pesticides considered a health risk if they are present. Thus, the Phase I Environmental Assessment recommends further consideration of the project site through a subsurface investigation. The subsurface investigation shall be implemented through Mitigation Measure HAZ-1, as detailed below. Thus, with implementation of Mitigation Measure HAZ-1, impacts would be less than significant.

Mitigation Measure

HAZ-1 Subsurface Investigation

Prior to issuance of a grading permit, the project applicant shall submit a Phase II Environmental Site Assessment to City of Menifee Community Development Department – Planning Division, for review and approval. The Phase II Environmental Site Assessment shall be prepared and conducted by a qualified environmental consultant (Professional Geologist or Professional Engineer). The Phase II Environmental Site Assessment shall conform to the recommended guidelines established by the American Society for Testing and Materials in Standard E1903-11. The Phase II Environmental Site Assessment shall include a subsurface investigation targeting near surface soils where a historical release is suspected. The subsurface investigation may include, but is not limited to, completion of soil, soil vapor, and/or groundwater sampling and analysis for pesticides currently considered a health risk.

The Professional Geologist or Professional Engineer shall prepare a subsurface investigation report, which shall be submitted to the City of Menifee Community Development Department – Planning Division for review and approval. As part of the subsurface investigation, analytical results shall be compared to California Human Health Screening Levels (CHHSLs). The CHHSLs are risk-based screening levels defined to estimate the degree of effort that may be necessary to remediate a contaminated site. The subsurface investigation report shall include recommendations to address identified hazards and indicate when to apply those recommended actions in relation to proposed project activities.

If contaminants are detected at the project site, the project applicant shall implement the recommendations specified in the subsurface investigation report, and appropriate steps shall be undertaken by the project applicant to protect site workers during construction. This will include the preparation of a Soil Management Plan and remediation, if required. The project applicant shall provide documentation demonstrating implementation of the recommendations to the City of Menifee Community Development Department – Planning Division prior to issuance of a grading permit.

Significance After Mitigation

Implementation of Mitigation Measure HAZ-1 would minimize potential impacts related to hazardous material sites, thereby reducing potential impacts to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

There are no public airports or private airstrips within two miles of the project site. The Perris Valley Airport is located approximately five miles northwest of the project site and the Hemet-Ryan Airport (HMT), is located approximately 7.5 miles to the east. The entire project site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP). Compatibility Zone E is defined as a low noise impact zone and a low risk level zone (Riverside County Airport Land Use Commission 2014). Within Compatibility Zone E, residential use is not limited or restricted, no special considerations are required for development, and no open space requirements are enforced. The proposed project would comply with the requirements of the ALUCP and would not result in a safety hazard or excessive noise. Therefore, no impact would occur.

NO IMPACT

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

The proposed project consists of the development of 45 single-family residential dwelling units. All project elements, including landscaping, would be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the project site. The proposed project is required to comply with the California Fire Code as adopted by the Menifee Municipal Code. Access is provided to the site through the two driveways located on Menifee Road. Construction activities may include temporary street or lane closures to Menifee Road; however, these impacts would be temporary and access to emergency evacuation roadways would not be blocked by construction. The proposed project does not propose permanent street or lane closures. All internal roadways to be introduced within the subdivision are proposed to be public.

Operation of the project would not require the development of additional streets or introduce new features that would interfere with or obstruct an adopted emergency response plan. Additionally, as discussed further in Section 17, *Transportation*, operation of the project would not result in a significant increase in daily trips to the site and the project site is surrounded by major roadways, including Menifee Road, which has sufficient capacity to provide access to and from the project site during an emergency. Therefore, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

As discussed in Section 20, *Wildfire*, the project site and surrounding area are not classified as being in a very high fire hazard severity zone (VHFHZ) (California Department of Forestry and Fire Protection [CALFIRE] 2024). Compliance with the California Fire Code and local regulations including the City of Menifee Municipal Code Chapter 8.20 would reduce potential impacts related to wildland fires. Therefore, impacts related to wildland fires would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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10 Hydrology and Water Quality

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

This analysis incorporates the results provided in the Preliminary Hydrology Study and Water Quality Management Plan (WQMP) prepared by RTM Engineering Consultants in January 2024 (Appendix H and I).

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

Construction

The proposed project would disturb approximately 15.7 acres of undeveloped land and would be subject to the NPDES program's Construction General Permit (General Permit). Construction-related activities would involve excavation, grading, and trenching which would temporarily increase the potential of wind and water erosion on the project site. Construction-related erosion would be addressed through compliance with the General Permit. Pursuant to the General Permit and Menifee Municipal Code Section 15.01.015, new development or development projects shall control stormwater runoff to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The Department of Public Works and Engineering would review and approve erosion control and sediment control BMPs contained in the project applicant's submitted Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan to be implemented to reduce the discharge of pollutants during construction. The project applicant's SWPPP shall identify erosion control BMPs that would meet or exceed General Permit-required measures to control construction-related pollution. These identified BMPs would include stabilized construction entrances, sand bagging, designated concrete washout, tire wash racks, silt fencing, and curb cut/inlet protection.

Further, the project proposes impervious surfaces throughout a large portion of the project site, which would stabilize soils and contain them on-site compared to the existing undeveloped condition. Additionally, the proposed project would implement two water quality basins, totaling 0.8-acre, which would assist in the retention and collection of water runoff within the project site. This would reduce the potential for degradation of surface or groundwater quality. Compliance with NPDES and Menifee Municipal Code requirements would ensure that the proposed project's construction-related activities would not violate water quality or waste discharge requirements. As such, impacts would be less than significant.

Operation

The project site is currently undeveloped and as such, the proposed project would introduce impervious surfaces to the project site and would reduce the amount of water that percolates into the ground and potentially increase the amount of stormwater runoff. Urban stormwater runoff is covered under the NPDES MS4 Permit for stormwater and non-stormwater discharges from the MS4 within the Riverside County Flood Control and Water Conservation District (CAS618033, Order No. R8-2010-0033). The proposed project would create more than 10,000 square feet of impervious surface area; as such, a WQMP was prepared (Appendix I).

The proposed project involves two water quality basins, a bypass storm drain system, and an internal storm drain system with catch basins for runoff collection. The bypass storm drain system would be designed to intercept stormwater runoff from the natural open space portion of the project site and convey it to the Riverside County Flood Control and Water Conservation District (RCFCWCD) Salt Creek Heritage Lake Storm Drain and Detention Basin without combining the runoff

with the storm drain runoff from the residential portion of the project. The internal storm drain system proposed within the residential portion of the project site would collect and discharge runoff to one of the two proposed water quality basins to provide adequate water quality treatment. The stormwater runoff would then be conveyed directly to the RCFCWCD Salt Creek Heritage Lake Storm Drain on Menifee Road, similar to existing conditions. The Preliminary Hydrology Report determined that the existing stormwater facilities have sufficient hydraulic capacity for the proposed project in normal conditions and in the event of the 100-year storm event (RTM Engineering Consultants 2024a).

Additionally, pursuant to the General Permit and Menifee Municipal Code Section 15.01.015, new development or development projects shall control stormwater runoff to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. Documentation on the effectiveness of BMP's implemented to reduce the discharge of pollutants to the MS4 is required when requested by the Director of Public Works. Based on the foregoing analysis, the project would not violate any water quality standards or waste discharge requirements during long-term operation. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Water supply in the area is provided by Eastern Municipal Water District (EMWD). EMWD has four sources of water supply: imported water from the Metropolitan Water District of Southern California (MWD), local groundwater, and recycled water (Menifee 2013b). According to the 2020 Urban Water Management Plan (UWMP), EMWD expects to be able to provide reliable water supplies for an average year, single dry year, and multiple dry years for its existing and planned supplies (EMWD 2021). As discussed further in Section 19, *Utilities and Service Systems*, EMWD would have sufficient water supply to provide for the proposed project's water use. Project construction may require water for dust suppression in order to comply with the SCAQMD recommendations regarding dust suppression during construction activities. Construction activities would be temporary in nature, lasting for approximately 13 months. Therefore, no substantial increase in demand on groundwater supplies would occur, and adequate water supplies would be available to meet the needs of the project for dust suppression purposes.

Although the proposed project would result in the addition of impervious surfaces on the project site, the proposed project would also include landscaping and two water quality basins which would promote infiltration and groundwater recharge, reducing the amount of surface runoff. According to the General Plan EIR, there are no percolation basins or other areas in the City used for intentional recharge of groundwater basins (Menifee 2013).

According to Appendix F, Geotechnical and Infiltration Evaluation, groundwater was not encountered in any of their exploratory borings or trenches excavated to a maximum depth of 26 feet. The California Department of Water Resources, Water Data Library indicates that the groundwater depth for a well located approximately 0.75-mile to the southeast is greater than 80 feet below ground surface. Based on this information, groundwater is not anticipated to be a factor during site grading.

Therefore, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?*

Under existing conditions, project runoff flows towards the southeast to the RCFCWCD Salt Creek Heritage Lake Storm Drain System and Detention Basin. The project would develop single-family residences on the eastern portion of the project site and the mountainous, western portion of the project site would remain undeveloped. Development of the eastern portion of the project site would change the site's existing ground contours and alter the existing drainage patterns within the project site. As detailed under Response 10(a), the proposed project involves two water quality basins, a bypass storm drain system, and an internal storm drain system with catch basins for runoff collection. The bypass storm drain system would be designed to intercept stormwater runoff from the natural open space portion of the project site and convey it to the RCFCWCD Salt Creek Heritage Lake Storm Drain and Detention Basin without combining the runoff with the storm drain runoff from the residential portion of the project. The internal storm drain system proposed within the residential portion of the project site would collect and discharge runoff to one of the two proposed water quality basins to provide adequate water quality treatment. The stormwater runoff would then be conveyed directly to the RCFCWCD Salt Creek Heritage Lake Storm Drain on Menifee Road, similar to existing conditions. Because stormwater flows generated on the project site would continue to be conveyed to the RCFCWCD Salt Creek Heritage Lake Storm Drain, the project would not substantially alter the existing drainage pattern of the local area.

The project site is associated with foothills and with approximately 300 feet of elevation change across the site. The site is currently undeveloped with native and nonnative vegetation. As detailed in Appendix H, Preliminary Hydrology Study, while development of the project site would decrease the amount of permeable surfaces compared to existing conditions, the project would incorporate native landscaping and two water quality basins. Overall, storm flows are similar or reduced at the drainage area outlet points without the need for onsite storm water detention. The existing downstream storm drain facilities that the project is connecting to have sufficient hydraulic capacity, as outlined in the Preliminary Hydrology Study. The first flush and water quality runoff is captured and treated via two onsite water quality basins. Thus, the entire site is designed to safely convey and manage the storm water runoff for the 100-year storm event (RTM Engineering Consultants 2024a).

Additionally, as listed under Response 10(a), the proposed project would comply with the City's urban runoff requirements as stated in the Menifee Municipal Code and the NPDES permit, which would reduce the quantity and level of pollutants from runoff leaving the project site. Therefore, potential impacts related to erosion and siltation would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

As described under Response 10 (c)(i), proposed grading and earthwork activities on the project site would alter the site's existing drainage patterns but would not substantially alter the drainage pattern of the surrounding area. As mentioned above, the Preliminary Hydrology Report concluded that with the proposed infiltration system, the peak stormwater runoff flows discharged from the project site would be similar to existing conditions (RTM Engineering Consultants 2024a). Therefore, implementation of the project would not substantially increase the rate or amount of surface water runoff discharged from the site in a manner that would result in flooding on- or off-site. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

As described under Response 10 (c)(i), proposed grading and earthwork activities on the project site would alter the site's existing drainage patterns but would not substantially alter the drainage pattern of the local area. Furthermore, the project's storm drain system would be sized and designed in accordance with the RCFCWCD standards to ensure that project flows would be discharged from the site at a volume and rate that can be accommodated by existing and planned downstream storm drain facilities. Therefore, the project would not create or contribute runoff which would exceed the capacity of any existing or planned stormwater drainage system and impacts would be less than significant.

As discussed under Response 10 (a), the proposed project would be required to comply with the City's urban runoff requirements as stated in the Menifee Municipal Code and with the requirements of NPDES and the SWPPP, which identify BMPs to be incorporated into the project to ensure construction and operational activities of the project would not result in substantial amounts of polluted runoff. Therefore, with mandatory compliance with the Menifee Municipal Code, NPDES and LID Report, the project would not create or contribute substantial additional sources of polluted runoff, and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

According to flood maps prepared by the Federal Emergency Management Agency (FEMA), the project site is located in Zone X, an area of minimal flood hazard (FEMA 2024). The project site is not located in an area subject to inundation by the 1-percent-annual-chance flood event. The nearest dam is the Perris Dam, located approximately nine miles to the north. According to the City's General Plan Flood Hazards Map and Dam Failure Maps, the project site is not located within a flood hazards area or area of dam failure inundation pathway (Menifee 2013a). Therefore, the project site is not expected to be inundated by flood flows and the project would not impede flood flows. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

According to flood maps prepared by the Federal Emergency Management Agency (FEMA), the project site is located in Zone X, an area of minimal flood hazard (FEMA 2024). The project site is not located in an area subject to inundation by the 1-percent-annual-chance flood event. The nearest dam is the Perris Dam, located approximately nine miles to the north. According to the City's General Plan Flood Hazards Map, the project site is not located within a flood hazards area (Menifee 2013a).

Seismic events can induce oscillations, called seiches, of the surface of an inland body of water that vary in period from a few minutes to several hours. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The project site is not subject to tsunamis due to its elevation and distance (over 40 miles) from the ocean. There is low possibility of a seiche from these reservoirs affecting the project site given the project's location to the nearest reservoir (approximately nine miles). Further, the Geotechnical and Infiltration Report concluded that the potential of seiches or tsunamis at the project site is considered negligible. Therefore, no impact would occur related to seiches and tsunamis. As the project site is located outside of a flood hazard zone, and there is no risk of seiches and tsunami, the proposed project would not have the potential to release pollutants due to project inundation and no impact would occur.

NO IMPACT

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

The project site overlies the West San Jacinto Groundwater Basin, which is designated as a high priority basin by the California Department of Water Resources (DWR) pursuant to Sustainable Groundwater Management Act (SGMA), and the Groundwater Sustainability Agency (GSA) adopted a Groundwater Sustainability Plan (GSP) in 2023. As discussed under Response 10(b), the project would not substantially decrease groundwater supplies nor interfere substantially with groundwater recharge and therefore is not expected to conflict with or obstruct a sustainable groundwater management plan. No component of the project would obstruct with or prevent implementation of the management plan for the West San Jacinto Groundwater Basin. Therefore, the project's construction and operation would not conflict with any sustainable management plan. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project physically divide an established community?

The project site and surrounding area consist of vacant lots and residential land uses. The proposed project would be compatible with the surrounding residential development to the east, northeast, and southeast, and would not impact adjacent uses with respect to building height, massing, or intensity of development. The proposed project is located entirely within the property and does not propose a structure, roadway, or flood control channel which would divide an established community. There would be no impact.

NO IMPACT

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

The project site is designated RM and 2.1-5 du/ac Residential in the City's General Plan and zoned RM and LDR-2. The proposed project does not include changes to either designation and is consistent with the City's General Plan. The proposed project would be consistent with the intent of the General Plan to meet the Regional Housing Needs Assessment (RHNA) housing needs by constructing 45 single-family homes on a vacant site, thereby adding to the housing stock within the city. In addition, as described in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, the proposed project would be consistent with the goals and policies of the AQMP and SCAG's 2020-2045 RTP/SCS. Therefore, the proposed project would not conflict with land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

According to the General Plan's Exhibit OSC-3, Mineral Resource Zones, the project site is within an MRZ-3 zone, which is defined as an area containing known or inferred mineral occurrences of undetermined mineral resource significance (Meniffee 2013a). The project site does not have any known presence of significant mineral resources and no mineral extraction or processing facilities are on the project site. The project site and surrounding properties are located in an urbanized area. There are no known mineral resources in or in the vicinity of the project site and the surrounding residential land uses are not compatible with mineral extraction. Therefore, the project would have no impact on the availability or recovery of mineral resources.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This discussion incorporates the results provided in the Noise and Vibration Study prepared by Rincon Consultants in July 2024 (Appendix J).

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

Construction

Sensitive receptors are located to the northwest, north, and east of the project site. Details of the sensitive receptors and estimated construction noise levels at sensitive receptors near the project site are shown in Table 11.

Table 11 Estimated Noise Levels at Sensitive Receptors by Construction Phase

Construction Phase	dBA L _{eq} (8-hour)			
	RCNM Reference Noise Level	Nearest single-family residences along Menifee Rd, to the east of the Project site	Heritage Church to the north of the Project site	Nearest single- family residences to the northwest of the Project site
<i>Distance (ft)</i>	50	145	785	2,585
Grading ¹	88	70	64	54
Building Construction ²	85	67	61	51
Paving ³	88	70	64	53
Architectural Coating ⁴	76	58	52	42

Notes:

¹ Grading phase accounted for simultaneous operation of two excavators, a grader, a dozer, a scraper, and a backhoe.

² Building construction phase accounted for simultaneous operation of a crane, two forklifts, a generator, and a backhoe.

³ Paving phase accounted for simultaneous operation of two pavers, two pavement scarifiers, and two rollers.

⁴ Architectural coating phase accounted for operation of an air compressor.

Source: Roadway Construction Noise Model (RCNM). See Appendix H for construction noise modeling results.

As shown in Table 11, construction noise levels at the nearest sensitive receptors in the vicinity of the project site would not exceed the Federal Transit Administration's (FTA)'s construction noise threshold of 80 dBA L_{eq} (8-hour); therefore, temporary noise impacts due to construction of the project would be less than significant.

Operation

Onsite Stationary Operational Noise

The outdoor heating, ventilation, and air conditioning (HVAC) units located on Lots 29–45 represent the greatest source of potential noise impacts due to the close proximity to the nearest sensitive receptors (i.e., the single-family residences to the east across from Menifee Road). Assuming the HVAC units would be operating simultaneously, the combined noise impact at this residential property line would be 44.6 dBA L_{eq}, which would not exceed the City's 45 dBA L_{eq} nighttime noise limit. In addition, actual noise levels at this location (and at all other nearby residential receptor property lines along Menifee Road) would be lower than modeled due to shielding provided by the existing six-foot-tall brick wall along Menifee Road, which was conservatively not included in the modeling, and ambient noise conditions from traffic along Menifee Road. Therefore, operational noise impacts associated with the project would be less than significant.

Offsite Traffic Noise

As shown in Table 12, the project is anticipated to generate 424 additional daily vehicle trips, increasing the average daily traffic (ADT) volume on Menifee Road from 24,972 vehicles to 25,396 vehicles. This increase in traffic would result in a noise increase of less than 0.1 dBA day night average sound level (DNL), which would not exceed the 3.0 DNL threshold for significant permanent noise impacts. Therefore, offsite traffic noise impacts would be less than significant.

Table 12 Existing and Future Traffic Volumes

Roadway	Direction	Cross Street	Existing ADT (Year)	Project ADT Distribution	Future ADT (Existing + Project ADT)
Meniffee Rd	Combined (Northbound and Southbound)	Mapes Rd	24,972 (2017)	424	25,396

Source: Riverside County Transportation Department 2020; Translutions 2024.

Onsite Land Use Compatibility

The primary source of noise at the project site is vehicular traffic along Meniffee Road. As part of the Noise Element of the City of Meniffee General Plan, future (post year 2035) traffic noise contours throughout the City were developed and presented on Exhibit N-1 of the Noise Element. Based on this figure, future noise levels at the project site range between 60 and 70 dBA CNEL (Meniffee 2013a). This level of noise exposure categorizes the property in the “Conditionally Acceptable” range for single-family residential land uses; therefore, the proposed project would be consistent with the City’s exterior noise limit compatibility standards.

Furthermore, standard building construction practices typically provide an exterior-to-interior noise reduction of 25 dBA. Under this assumption, interior noise levels in the residences closest to Meniffee Road would be 45 dBA CNEL and below, which complies with the state’s interior noise requirements of 45 dBA CNEL. Therefore, the proposed project would be consistent with the state’s interior noise limit compatibility standards and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Construction

Construction activities known to generate excessive ground-borne vibration, such as pile driving and blasting, would not be conducted during construction of the project. Therefore, the greatest anticipated source of vibration during general project construction activities would be large earthmoving equipment (such as a grader or dozer) and a static roller, which may be used as close as approximately 25 and 55 feet, respectively, from the nearest offsite structure to the north (Heritage Church). As shown in Table 13, large earthmoving equipment generates a vibration level of 0.089 in/sec peak particle velocity (PPV) at a distance of 25 feet and a static roller generates a vibration level of approximately 0.05 in/sec PPV at 25 feet.

Table 13 Typical Vibration Levels Measured during Construction Activities

Equipment	PPV at 25 ft. (in/sec)
Large Bulldozer	0.089
Loaded Trucks	0.076
Static Roller	0.05
Small Bulldozer	0.003

Source: FTA 2018, IR McIver 2012

At a distance of 25 feet, the vibration level produced by the large earthmoving equipment at the church would be 0.089 in/sec PPV. At 55 feet, the vibration level produced by the static roller at the church would be approximately 0.015 in/sec PPV. Therefore, vibration levels produced by large earthmoving equipment and the static roller would be below the FTA's threshold of 0.2 in/sec PPV for minor architectural damage to structures. Temporary vibration impacts associated with construction of the project would be less than significant.

Operation

Operation of the project would not include any substantial vibration sources. Therefore, operational vibration impacts associated with the project would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

There are no public airports or private airstrips within two miles of the project site. The Perris Valley Airport is located approximately five miles northwest of the project site and the Hemet-Ryan Airport (HMT), is located approximately 7.5 miles to the east. The entire project site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP). Compatibility Zone E is defined as a low noise impact zone and a low risk level zone (Riverside County Airport Land Use Commission 2014). Within Compatibility Zone E, residential use is not limited or restricted, no special considerations are required for development, and no open space requirements are enforced. Therefore, no substantial noise exposure from airport noise would occur to construction workers, users, or residents of the project, and no impacts would occur.

NO IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project would involve construction of 45 single-family homes. Menifee’s average household size is approximately 2.85 residents (California Department of Finance [DOF] 2024b). The project would include 45 residential units, which could generate approximately 129 residents (45 x 2.85). This increase of 129 residents would increase Menifee’s total population from 110,034 to 110,163 persons. SCAG’s demographic forecasts contained in the 2024-2050 RTP/SCS do not include population forecasts. The DOF’s population and housing estimate and annual percentage change forecast that Menifee’s population would increase by 75,127 persons between 2024 and 2050, totaling 186,687 persons in 2050 (DOF 2024a). The population generated from the proposed project would constitute approximately two percent of DOF’s projected population increase. Therefore, the population increase associated with the proposed project would be minimal and impacts associated with population growth would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The project site is a vacant, undeveloped lot, and no residences are present on the project site. Construction of the proposed project would therefore not displace any housing or people. No impact would occur.

NO IMPACT

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15 Public Services

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

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

The Riverside County Fire Department provides fire protection and emergency medical response services in the City of Menifee. Station No. 76 is located approximately 1.7 miles south of the project site at 29950 Menifee Road and would serve the project site. Station No. 76 is within Battalion 13 of the Riverside County Fire Department. As discussed in Section 14, *Population and Housing*, of this IS-MND, the proposed project would not substantially increase the population of Menifee and would therefore not substantially increase the service population of the Riverside County Fire Department.

Furthermore, the project would be required to incorporate safety and security features, including fire sprinklers, alarm systems, and adequate access for emergency vehicles. Compliance with these requirements would lessen the demand for fire protection services at the project site, as compliance with these requirements can prevent fires from spreading and would help facilitate early responses and access to the site of the fire. Therefore, the proposed project would not require new or altered fire protection facilities, and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The proposed project would be served by the Menifee Police Department. The Menifee Police Department is located at 29714 Haun Road in Menifee, approximately two miles northeast of the project site. As described in Section 14, *Population and Housing*, the proposed project would not contribute to substantial population growth and would be consistent with existing adopted plans for housing growth in Menifee. As such, the project would not increase the existing population to an extent that new or expanded police protection services would be needed. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The proposed project is located within the Perris Union High School District and Romoland School District. The proposed project could increase the population by 129 persons and not cause a substantial, unplanned growth in population as noted in Section 14, *Population and Housing*. Implementation of the proposed project would generate school-aged residents and could potentially result in a substantial increase in students or impacts related to school capacity. However, as stated in California Government Code Section 65996 (SB 50), payment of school impact fees is deemed to constitute full and complete mitigation for potential impacts to schools caused by development. Therefore, with the payment of the required development fees, impacts related to the need for new school facilities as a result of implementing the proposed project would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

As determined in Section 14, *Population and Housing*, the proposed project would entail the construction of 45 single-family homes, resulting in approximately 129 persons. Menifee has set its standard for parkland to person ratio as 5 acres per 1,000 persons. Menifee's existing total parkland is 725 acres and the existing parkland to person ratio is 6.6 acres per 1,000 persons (Menifee 2013b). With implementation of the proposed project, the parkland to persons ratio would remain at 6.6 acres per 1,000 persons. Thus, the project would not have a significant impact on the City's parkland ratio. Additionally, the California Quimby Act authorizes the City of Menifee to require the dedication of land or to impose fees for park or recreational purposes as a condition of the approval, which is imposed per Menifee Municipal Code Chapter 8.02. Pursuant to this requirement,

the project includes the preservation of the undeveloped, mountainous, portion of the project site as open space with hiking trails. Therefore, no new or physically altered parks are necessary and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The Sun City Library is located at 26982 Cherry Hills Boulevard, approximately two miles west of the project site. As discussed in Section 14, *Population and Housing*, the project would add approximately 129 new residents to the city, which would not have a substantial impact on population growth. Therefore, the proposed project would not generate significant impacts to other public facilities, such as libraries. The project's contribution to demand for these services, considering existing capacities and assuming compliance with existing ordinances, would be less than significant. Therefore, impacts related to increased demand for other public services would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?*

As determined in Section 15, *Public Services*, the City's parkland ratio would not change as a result of the proposed project and the project would comply with the California Quimby Act requirements. Additionally, the project includes the preservation of the undeveloped, mountainous portion of the project site as open space. Therefore, the project would not create substantial demand on or cause substantial deterioration of city parks such that new park facilities would be required. Impacts to existing neighborhood and regional parks or other recreational facilities would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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17 Transportation

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

A Trip Generation and VMT Screening Memorandum was prepared for this project on August 12, 2024 by Translutions (Appendix K). The analysis below is partially based on the Trip Generation and VMT Memorandum and the CalEEMod results determined in the Air Quality and Greenhouse Gas Report (Appendix A).

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

Regional access to the project site is provided by I-215 located approximately 1.5 mile west of the project site, and SR-74 which is approximately 1.9 miles north of the project site. Local access to the site is provided by Menifee Road. No public transit stops are located adjacent to the project site as the nearest bus stop is located approximately two miles west of the project site. On-street bicycle lanes exist on Menifee Road, adjacent to the project site. Sidewalks would be provided along all roadways abutting the project site for pedestrian access.

Construction of the project would generate traffic for deliveries of equipment and materials to the project site as well as construction worker and vendor traffic. Construction-related vehicles would travel to and access the project site via Menifee Road. Construction vehicles and equipment would be staged on the project site. The project would generate approximately 1.2 trips per day on average (584 total vehicle trips over 470 days of construction) during building construction, consisting of worker trips, vendor trips, and hauling trips (Appendix A). Because the average vehicle trips per day are minimal, traffic generated during project construction is not expected to affect the performance of the City's circulation system.

Construction traffic would be temporary, and the movement of construction equipment would be limited to the project site. Construction of the proposed project would not involve any vehicle or

equipment staging on Menifee Road and the project would not require any long-term lane closures on Menifee Road, as construction staging is not permitted in the public right-of-way. No public transit stops are located within the vicinity of the project site; thus, the project would not impair public transit operations. In addition, project construction and operation would not require temporary closures or alterations to the sidewalk or bike lanes on Menifee Road. Therefore, construction activities would not substantially interfere with the City's circulation system.

Operation of the project would generate new vehicle trips from residents accessing the site. According to the Trip Generation Memorandum, operation of the project would generate 32 trips during the AM peak hour, 42 trips during the PM peak hour, and 424 total daily trips. Because the proposed project would generate less than 50 peak hour trips, a level of service traffic analysis is not required. In addition, the proposed project is located within Traffic Analysis Zone (TAZ) 1075 and the baseline (2018) project generated VMT per service population (31) does not exceed the threshold Jurisdiction VMT per service population (33.6). Therefore, the project would not affect transportation service levels in a manner that would conflict with City plans or policies related to transportation system performance. Thus, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended *CEQA Guidelines*, specifically Section 15064.3, generally require the use of VMT as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects state-wide are required to utilize the updated *CEQA Guidelines* for evaluating transportation impacts as of July 1, 2020.

The project VMT impact has been assessed in accordance with the City Transit Impact Analysis (TIA) Guidelines, which establish screening thresholds for certain types of projects that may be presumed to cause a less than significant VMT impact based on substantial evidence provided in the Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018). Consistent with recommendations in the OPR Technical Advisory, the City has established three screening criteria for projects that may be presumed to have a less than significant VMT impact. These include if the project is located within a Transit Priority Area (TPA), is a residential or office project located in a low-VMT generating area based on the Riverside County Transportation Model (RIVCOM), or if the project is a local-serving retail project of less than 50,000 square feet.

According to the VMT Screening Memorandum, the project is screened out from a detailed VMT analysis because the project site is within a TAZ where the baseline VMT conditions (31 VMT per service population) does not exceed the threshold jurisdiction VMT per service population (33.6) (Translutions 2024). The residential uses associated with the project are consistent with the predominant land uses in the vicinity of the project site, which are primarily residential land uses. Therefore, the project is reasonably expected to generate similar VMT as the existing land uses in this low-VMT area. In accordance with the City's VMT thresholds, VMT impacts associated with the project would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The proposed project would not alter or affect the existing street and intersection networks in its vicinity. The project would be accessible by two driveways for ingress and egress from Menifee Road. Final project site plans would be subject to City review and approval which would ensure that project driveway intersections and internal circulation are safe, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the site. With this, the addition of the fourth leg of the Menifee Road/Coastline Avenue intersection creates an opportunity to control traffic for trips to and from the project site. In detail, the final plans would also identify access routes to/from the project site and potential turning movement restrictions for City review and approval. This would prevent any potential project impacts caused by a design feature.

The project site is surrounded by residential development to the east, across Menifee Road, vacant land to the north and west, and an outdoor active use to the south. As such, the proposed single-family residential project would be consistent with land uses in its vicinity, as it would be an extensions of existing uses in this particular area of Menifee Road. Furthermore, the project site is currently zoned as RM and 2.1-5 du/ac Residential, which promotes residential land use.

Therefore, the proposed use of the project site would be consistent with the existing zoning ordinance. As such, the proposed project would not introduce incompatible uses, including vehicles or equipment, to the project site or the surrounding area. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- d. *Would the project result in inadequate emergency access?*

The project's driveways and internal roadways would be utilized as access roads for emergency vehicles. All minimum street width measurements would be met in accordance with the Riverside County Fire Department standards for all portions of the driveways and internal roadways, and the internal roadways would be clearly marked, maintained, and clear of obstruction at all times during and after construction. The proposed project would be required to comply with Riverside County Fire Department requirements for adequate access. project site access and circulation would provide adequate access and turning radius for emergency vehicles, consistent with the Riverside County Fire Department's requirements. Emergency access to the project site would be maintained during construction. No impact would occur regarding emergency access.

NO IMPACT

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18 Tribal Cultural Resources

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

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

As of July 1, 2015, AB 52 was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency

shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” that are either:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
1. 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 PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

BFSA contacted the Native American Heritage Commission (NAHC) in 2022 to request a search of the Sacred Lands File (SLF), as well as a contact list of Native Americans culturally affiliated with the project site vicinity. The NAHC responded with the AB 52 contacts and SLF results, stating that a search of the SLF was completed with negative results.

There is a possibility of intact tribal cultural resources that exist at the depth of grading. Due to this uncertainty, Mitigation Measures CUL-1 through CUL-5 have been incorporated (see Section 5, *Cultural Resources*, above) to address any previously undiscovered archaeological resources relating to TCRs encountered during Project implementation.

With that said, on April 3, 2024, the City sent letters to two Native American contacts in the area to request information on potential cultural resources in the project site vicinity that may be impacted by the proposed project’s development. As a result, the City consulted with the Agua ACBCI and presented the project consistent with the AB52 consultation process. Subsequently, on September 19, 2024 and October 9, 2024, both the Rincon Band of Luiseno Indians and ACBCI and their related THPO provided close of consultation letters to the City mentioning that concerns have been addressed and that proper mitigation has been provided. This, coupled with MM CUL-1 through CUL-5, would ensure that potential impacts to buried TCRs are less than significant through requirements for evaluation, salvage, reburial, curation, and reporting.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*
- b. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
- c. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

EMWD provides water service to the City of Menifee, including the proposed project. EMWD has four sources of water supply: imported water from the Metropolitan Water District of Southern California (MWD), local groundwater, and recycled water (EMWD 2021). In normal year, single dry year, and multiple dry year scenarios presented by the 2020 EMWD Urban Water Management Plan, supply would meet demand under the normal year, single dry year, and multiple dry year scenarios (EMWD 2021). EMWD is able to respond to supply shortages through implementation of its Water Shortage Contingency Plan (WSCP). Based on the CalEEMod assumptions, the proposed project's estimated water demand is approximately 6,160,002 gallons per year (18.9 acre feet per year [AFY]). According to the UWMP projections, 2045 water demand in the city is anticipated to be 251,500 AFY and 2045 supply is 251,500 AFY under normal year conditions. Therefore, the proposed project's water demand would represent less than 0.01 percent of the City's anticipated water demand in 2045. According to the General Plan EIR, there is sufficient supply to meet demand of General Plan buildout and impacts were determined to be less than significant (Menifee 2013b). Impacts related to water supply would be less than significant.

Wastewater generated at the project site would be collected by EMWD which treats approximately 49 million gallons per day of wastewater at its four active regional water reclamation facilities (EMWD 2024). The project's estimated wastewater generation would be approximately 1,830,320 gallons per year, or approximately 5,015 gallons per day, (assuming water use equivalent to the indoor water use predicted in the CalEEMod Output [Appendix A] is approximately 100 percent of wastewater generation). This would represent approximately 0.01 percent of the EMWD wastewater treatment plants' remaining capacity. Therefore, the EMWD has adequate capacity to meet the wastewater treatment demands that would be generated from the project.

The water and sewer system in Menifee is owned and operated by EMWD. Connections to local water and sewer mains associated with the proposed project would involve temporary and less than significant construction impacts that would occur in conjunction with other on-site improvements. No additional improvements are needed to either sewer lines or treatment facilities to serve the proposed project. Standard connection fees would address any incremental impacts of the proposed project. Therefore, the project would be less than significant.

Electrical service to the project site is provided by SCE, which maintains substations and transmission lines throughout southern California, including the Valley Substation approximately 1.5 miles northeast of the project site on Menifee Road. SCG provides natural gas service to the project site. As discussed in Section 6, *Energy*, the project would involve an increase in electricity and natural gas demand to serve the project; however, this demand increase would not be a wasteful use of energy and is not anticipated to require additional electricity substations or natural gas storage/transmission facilities. Impacts with respect to new or expanded electric power or natural gas facilities would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Assembly Bill 341 (AB 341) set a statewide goal for a 75 percent reduction in waste disposal by the year 2020 and established mandatory recycling for commercial businesses. The City is required to comply with this law and report their progress towards achieving the 75 percent reduction goal to the Department of Resources Recycling and Recovery (CalRecycle). The City's Public Works Department supplies residents, businesses, and institutions with waste carts for recyclables and green waste through their contract with the private waste hauler, Waste Management. The City of Menifee primarily utilizes three landfills: Badlands Sanitary Landfill, El Sobrante Landfill, and Lamb Canyon Sanitary Landfill (CalRecycle 2024b). Badlands Sanitary Landfill has a maximum daily capacity of 5,000 tons per day and a maximum capacity of 82,300,000 cubic yards. The remaining capacity is 7,800,000 cubic yards and it is scheduled to cease operation in January 2059. El Sobrante Sanitary Landfill has a maximum daily capacity of 16,054 tons per day and a maximum capacity of 209,910,000 cubic yards. The remaining capacity is 143,977,170 cubic yards and it is scheduled to cease operation in January 2051. Lamb Canyon Landfill has a maximum daily capacity of 5,000 tons per day and a maximum capacity of 39,681,513 cubic yards. The remaining capacity is 19,242,950 cubic yards and it is scheduled to cease operation in April 2032.

According to CalEEMod (Appendix A), the project would generate roughly 41.1 tons of solid waste per year (0.11 tons per day). The landfills serving the project site had a combined annual daily capacity of 26,054 tons per day and a combined maximum capacity of 331,891,513 cubic yards (CalRecycle 2024a). The project's daily solid waste generation would account for less than 0.0005 percent of the project's landfills' daily maximum capacity. Thus, the project's solid waste generation would be minimal and would not generate solid waste in excess of the capacity of local infrastructure.

The project would comply with federal, state, and local statutes and regulations related to solid waste and recycling, such as AB 341, through participation in existing City waste diversion programs. Therefore, there would be a minimal increase in solid waste generation and there would be a less-than-significant impact to solid waste and waste facilities.

LESS-THAN-SIGNIFICANT IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

A Fire Hazard Severity Zone (FHSZ) is a mapped area that designates zones (based on factors such as fuel, slope, and fire weather) with varying degrees of fire hazard (i.e., moderate, high, and very high). While FHSZs do not predict when or where a wildfire will occur, they do identify areas where wildfire hazards could be more severe and therefore are of greater concern. FHSZs are meant to help limit wildfire damage to structures through planning, prevention, and mitigation activities/requirements that reduce risk. The FHSZs serve several purposes: they are used to designate areas where California's wildland urban interface building codes apply to new buildings, they can be a factor in real estate disclosure, and they can help local governments consider fire hazard severity in the safety elements of their general plans.

According to the California FHSZ Viewer, the project site is not located in a VHFHSZ or state responsibility area (SRA) and the nearest VHFHSZ within an SRA is located approximately 1.5 miles northeast of the project site (CALFIRE 2024). However, according to the Menifee General Plan's Safety Element, the project site is within a fire VHFHSZ in a local responsibility area (LRA) (Menifee 2013a). (CALFIRE 2024).

The project involves the construction of 45 single-family homes that would incrementally increase demand for fire protection services. As discussed in Section 15, *Public Services*, the project site is in a semi-urbanized area already served by the Riverside County Fire Department and would not have a significant impact on fire response times nor create a substantially greater need for additional fire protection services above current capacity. The nearest fire station is Station No. 76 located approximately 1.7 miles south of the project site and would provide emergency and evacuation services in the event of a fire. Furthermore, all buildings would be constructed to meet the current building code fire safety requirements, including the 2022 CBC, the California Fire Code and the regulations pertaining to fire protection within Menifee Municipal Code Chapter 8.20. Construction of the proposed project would maintain emergency access to the site and on area roadways and would not include any components, such as roadway closures, which would interfere with an emergency response plan or evacuation route. Therefore, the proposed project would have a less-than-significant impact related to wildfires.

LESS-THAN-SIGNIFICANT IMPACT

- b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

As discussed under Response 20(a), the project site is not located in a VHFHSZ or within an SRA and the nearest VHFHSZ within an SRA is located approximately 1.5 miles northeast of the project site (CALFIRE 2024). However, according to the Menifee General Plan's Safety Element, the project site is within a fire VHFHSZ in a LRA (Menifee 2013a).

The proposed project would involve construction of 45 single-family homes on a vacant, undeveloped site in a semi-urbanized area.. Although the mountainous portions of the project site are within the City's General Plan Safety Element's landslide hazard zones, the proposed project would not introduce any development in the mountainous portions of the project site within a landslide hazard zone. The proposed project does not include any components that would exacerbate wildfire risk and risks to project occupants would be mitigated through conformance with the California Fire Code, 2022 CBC, and California Health and Safety Code, which establish provisions for fire safety related to construction, maintenance and design of buildings, and land uses.

As part of the project, a Fuel Modification Plan has been prepared for the project, due to the project sites location in a VHFHSZ. As proposed, the landscaping surrounding proposed structures have been divided into three landscape zones to help offset any potential fire hazards, as shown below:

- Zone 0 - Ember Resistant Zone: Extends five feet from structures, buildings, decks, etc.
- Zone 1 - Irrigated Zone - Lean, clean, and green zone: Extends 30-feet from buildings, structures, decks, etc. or to the property line, whichever is closer. Includes manufactured slopes within the 100-foot of defensible space.
- Zone 2 – Non-irrigated- reduce fuel zone: Extends 30-feet to 100-feet out from buildings, structures, decks, etc. or to the property line, whichever is closer.

In addition to the above zones, the Fuel Modification Plan includes ideas for plan and tree spacing, vertical spacing, irrigation system design, and fire-safe landscaping. Also, minimal horizontal spacing is being proposed for new trees and shrubs to help create a better defensible space and hardening of the residential units.

Although the project site is within a VFHSZ in an LRA, compliance with building and design regulations, which would be reviewed and approved during the Plan Check process, would reduce the wildfire risk impacts to a less-than-significant level.

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- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

As mentioned above, according to the California FHSZ Viewer, the project site is not located in a VHFHSZ or SRA and the nearest VHFHSZ within an SRA is located approximately 1.5 miles northeast of the project site (CALFIRE 2024). The project site is undeveloped but is within a semi-urbanized area served by existing infrastructure, including roads and utilities. As discussed in Section 15, *Public Services*, the project site is in a semi-urbanized area already served by the Riverside County Fire Department and would not have a significant impact on fire response times nor create a substantially greater need for additional fire protection services above current capacity. The nearest fire station is Station No. 76 located approximately 1.7 miles south of the project site and would provide emergency and evacuation services in the event of a fire. The project would be served by Menifee Road as the primary access road and the existing utilities in the project area and would not require the installation or maintenance of associated infrastructure within FHSZs that may exacerbate fire risk. Impacts would be less than significant.

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21 Mandatory Findings of Significance

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

- 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?*

As discussed in Section 4, *Biological Resources*, with mitigation, the project would not 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. As discussed in Section 5, *Cultural Resources*, the project site does not contain any known historical or archaeological or tribal cultural resources. As a result, the Proposed project would not eliminate an important example of major periods of

California history or prehistory. However, mitigation is proposed to help reduce potential impacts, such as accidental discovery. Thus, impacts would be less than significant.

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- 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)?*

As discussed throughout this IS-MND, implementation of the proposed project has the potential to result in effects to the environment that are individually limited but cumulatively considerable. In all instances where the project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less-than-significant levels.

Aesthetics

New development on the project site and in the surrounding area would change the existing character of the project’s viewshed; however, all development in the immediate vicinity of the project would be required to comply with the development regulations and design standards contained in the Menifee Municipal Code, which would ensure that minimum standards related to visual character and quality are met to preclude adverse aesthetic effects (e.g., size, scale, building materials, lighting). Accordingly, the project’s aesthetic impacts would not be cumulatively considerable.

Agriculture and Forestry Resources

The project would have no impact on agricultural resources. Therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic.

Air Quality

Based on SCAQMD guidance, any direct exceedance of a regional or localized threshold also is considered to be a cumulatively considerable effect, while air pollutant emissions below applicable regional and/or localized thresholds are not considered cumulatively considerable. As discussed in the preceding analysis, the project would not exceed SCAQMD’s regional threshold for criteria pollutants during construction or operation of the project. Therefore, project-related construction and operation emissions are not cumulatively considerable.

Biological Resources

If the proposed project and other planned residential projects in nearby neighborhoods are constructed during the bird nesting season, these projects could result in cumulative impacts to special status bird species and nesting birds within the vicinity of project site. However, all projects, including the proposed project, would be required to adhere to the provisions of the MBTA related to the protection of nesting birds. In addition, all projects would be required to comply with the biological resources policies and standards of the City’s Municipal Code which would minimize the potential for these projects to result in cumulative impacts to special status species, wetlands,

wildlife movement, and biological resources protected by local policies and ordinances. Furthermore, the proposed project was found to have less than significant impacts related to sensitive natural communities, riparian habitat, and adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plan and therefore would not combine with other projects to result in cumulative impacts to these resources.

Cultural Resources

Implementation of the project has the potential to impact masked/buried archaeological resources on the project site and, therefore, would result in a significant cumulative impact in the event any of such resources were found on-site during construction. Mitigation Measure CR-1 would require the project applicant to implement monitoring and recovery programs in conformance with accepted protocols for archaeological resources in the event these resources are found during project construction. With implementation of Mitigation Measure CR-1, potential cumulative impacts would be reduced to less-than-significant levels. In addition, there is a remote potential for the recovery of human remains during ground-disturbing activities. With implementation of Mitigation Measure CR-2, potential cumulative impacts would be reduced to less-than-significant levels.

Energy

The project's construction and operation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and would not obstruct a State or local plan for renewable energy or energy efficiency. In addition, all cumulative projects would be required to comply with Title 24, which establishes standards for energy efficiency and "green" construction. Therefore, implementation of the project would not result in a cumulatively considerable impact on energy.

Geology and Soils

Potential effects related to geology and soils are inherently site-specific; therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic. In addition, with implementation of Mitigation Measure GEO-1, the project would be designed to reduce the risk for seismic-related ground failure, including liquefaction. Furthermore, all development proposals would be required to comply with applicable federal, State, and local regulations that are in place to preclude adverse geology and soils effects, including effects related to strong seismic ground shaking, fault rupture, soil erosion, and hazardous soil conditions (e.g., liquefaction, expansive soils, landslides).

There is remote potential that paleontological resources are buried beneath the surface of the project site and could be impacted during construction. Other projects within region would similarly have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. Therefore, the potential for development on the project site to impact subsurface paleontological resource deposits is a cumulatively considerable impact. However, application of Mitigation Measure GEO-2 would reduce the project's cumulative impacts to less-than-significant levels.

Greenhouse Gas Emissions

Global climate change (GCC) occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The *CEQA Guidelines* also emphasize that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (see *CEQA Guidelines* Section 15130[f]). Accordingly, the analysis in Section 8, *Greenhouse Gas Emissions*, reflects a cumulative impact analysis of the GHG emissions related to the project. As concluded under Responses 8(a) and 8(b), the project would not result in a cumulatively considerable impact related to GHG emissions.

Hazards and Hazardous Materials

There is potential that hazardous conditions beneath the surface of the project site could result in an impact during construction. Other projects within region could result in similar subsurface hazardous impacts during ground-disturbing activities due to past agricultural land uses in the vicinity of the project site. Therefore, the potential for development on the project site to result in a potential hazardous impact is a cumulatively considerable impact. However, implementation of Mitigation Measure HAZ-1 would reduce the project's cumulative impacts to less-than-significant levels.

Hydrology and Water Quality

Construction and operation of the project and other projects in the West San Jacinto Groundwater Basin would have the potential to result in a cumulative water quality impact, including erosion and sedimentation. However, in accordance with applicable federal, State, and local regulations, all development projects would be required to implement plans during construction and operation (e.g., SWPPP and WQMP) to minimize adverse effects to water quality, which would avoid a cumulatively considerable impact.

The project and other projects in the West San Jacinto Groundwater Basin would be required to comply with federal, state, and local regulations in order to preclude flood hazards both on- and off-site. Compliance with federal, state, and local regulations would require on-site areas to be protected, at a minimum, from flooding during peak storm events (i.e., 100-year storm) and that proposed development would not expose downstream properties to increased flooding risks during peak storm events. Accordingly, a cumulatively considerable effect related to flooding would not occur.

Land Use and Planning

The project would not physically divide an established community, or conflict with applicable land use or planning documents; therefore, there is no potential for the project to contribute to a cumulatively considerable impact related to land use and planning.

Mineral Resources

The project would have no impact on mineral resources. Therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic.

Noise

Overlapping construction activities associated with cumulative development projects in the local neighborhoods in conjunction with proposed project activities could result in cumulative noise impacts related to a temporary increase in ambient noise levels at the same noise-sensitive residences located throughout the area, especially during construction activities. However, as discussed in Section 13, *Noise*, the proposed project would not result in temporary noise levels in excess of the daytime construction noise threshold, and residential projects typically do not involve highly intensive construction activities with simultaneous operation of multiple pieces of heavy-duty construction equipment that generate significant levels of noise. Therefore, no cumulative construction noise impact would occur.

Population and Housing

The project would generate an estimated 129 residents, which would not be considered substantial population growth. Therefore, the project would not implement a land use that generates unplanned new residents and would not require the construction of replacement housing. Accordingly, there is no potential for the project to result in an adverse, cumulatively considerable environmental effect related to population and housing.

Public Services

All development projects in Menifee, including the proposed project, would require compliance with applicable policies and ordinances for fire prevention, protection, and safety. The project would also incrementally increase demand for police protection services and would be required to pay the state-mandated school impact fees to offset the incremental increase in demand for new school facilities. Based on the foregoing, the project would not result in cumulatively considerable impacts to resident-serving public facilities such as schools, parks, libraries, and other public facilities or services.

Recreation

The project includes the preservation of the undeveloped, mountainous portion of the project site as open space and would comply with California Quimby Act requirements. Therefore, the project would not result in a cumulatively considerable impact.

Transportation

The project would not conflict with any City policies addressing the circulation network and would not generate substantial VMT. Therefore, the project would not contribute to any cumulatively considerable adverse transportation effects.

Tribal Cultural Resources

Development activities on the project site would not impact any known tribal cultural resources. However, there is the remote potential that such resources are buried beneath the surface of the project site and could be impacted during construction. Other projects within the region would similarly have the potential to impact unknown, subsurface tribal cultural resources during ground-

disturbing activities. Therefore, the potential for development on the project site to impact subsurface tribal cultural resources deposits is a cumulatively considerable impact. However, application of CUL-1 through CUL-5 would reduce the project's cumulative impacts to less-than-significant levels.

Utilities and Service Systems

The project would require water and wastewater infrastructure, as well as solid waste disposal for building operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of infrastructure plans is intended to ensure that adequate public utility services and resources are available to serve both individual development projects and cumulative growth in the region. Each individual development project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the project and other developments. The project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service improvements (at the time of need). Because of the utility planning and coordination activities described above, cumulatively considerable impacts to utilities and service systems would not occur.

Wildfire

The project site is not within an SRA or VHFHSZ according to CALFIRE, but it is located within a VHFHZ according to the City of Menifee's General Plan. However, in accordance with applicable State and local regulations, all development projects would be required to be constructed to meet the current building code fire safety requirements, including the 2022 CBC, the California Fire Code and to regulations pertaining to fire protection within Menifee Municipal Code Chapter 8.20 to minimize adverse effects to wildfire risk, which would avoid a cumulatively considerable impact. Therefore, implementation of the project would not result in adverse cumulative impacts associated with wildfire.

Given the above discussion, and that a formal Fuel Modification Plan has been prepared by the project Applicant, the proposed project would not result in a cumulatively considerable contribution to a significant cumulative impact. Impacts would be less than significant.

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

In general, impacts to human beings are associated with air quality, GHG emissions, hazards and hazardous materials, and noise impacts. As detailed in analyses for air quality, GHG emissions, hazards and hazardous materials, and noise, the proposed project would not result, either directly or indirectly, in adverse effects related to air quality, GHG emissions, hazardous materials, or noise. Compliance with applicable rules and regulations would reduce potential impacts on human beings to a less-than-significant level.

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Appendix A

Air Quality and Greenhouse Gas Report

Appendix B

Biological Resources Assessment

Appendix C

DBESP and CD

Appendix D

Cultural Resources Assessment

Appendix E

Paleontology Assessment

Appendix F

Geotechnical and Infiltration Evaluation

Appendix G

Phase I Environmental Site Assessment

Appendix H

Preliminary Hydrology Report

Appendix I

Water Quality Management Plan

Appendix J

Noise and Vibration Study

Appendix K

Trip Generation and VMT Screening Memorandum

Appendix L

Mitigation Monitoring and Reporting Program