CITY OF MENIFEE

CEQA Environmental Checklist Form

1. **Project title:** Planning Application Numbers - Tentative Parcel Map No. (PM) 2016-091 (PM 37145); Plot Plan (PP) 2016-290; Conditional Use Permit (CUP) 2019-082 – "On-Deck"

2. **Lead agency name and address:** City of Menifee, Community Development Department, 29844 Haun Road, Menifee, CA 92586.

3. **Contact person and phone number:** Lisa Gordon, Planning Manager, (951) 723-3739

4. **Project location:** The Project is located west of Trumble Road, north of Highway 74, and east of Interstate 215. The Project site is located in the City of Menifee, County of Riverside, State of California

   A. Total Project Area: 5.01 gross acres (4.82 net acres)

   B. Assessor's Parcel No: 329-020-009, 329-020-022

   C. Section 10, Township 5S & Range 3W of the San Bernardino Base and Meridian.

   D. Longitude: 33.754632 Latitude: -117.185812

5. **Project Applicant/Owners:** VSK Investments, LLC
   Kpish Goyal
   41805 Albrae Street
   Fremont, CA 94538

   Representative: Markham Development Management Group, Inc.
   41635 Enterprise Circle North
   Temecula, CA 92530

   General Plan Designation: Economic Development Corridor (EDC)

7. **Zoning:** Economic Development Corridor - Northern Gateway

8. **Description of Project:**

   Project site Background. Based on aerial photographs between 1996 and 2003, the site was developed with two large warehouse-type buildings, and the entire surface was paved. It was used as an auto dealership. By 2005, business activities had stopped, and the buildings were abandoned. The buildings and pavement remained on the site between 2005 and 2012. In 2012, the buildings and pavement were removed. Broken concrete pieces litter the surface. The site has remained vacant and undeveloped since that time except for a utility pole and an abandoned irrigation system. The site is completely enclosed by perimeter chain link fencing. Weed abatement practices periodically remove invasive vegetation for fire prevention purposes. Plot Plan No. 16484 for Trailer sales and assembly was a related County case for the project site.

Tentative Parcel Map No. 2016-091 (PM37145) proposes a Schedule E subdivision of 5.01 gross acres (4.82 net acres) into four (4) commercial parcels ranging in size from 0.58 acres to 1.94 acres. Each of the proposed buildings/uses described under the plot plan would be located within separate parcels.

Plot Plan No. 2016-290 proposes the "On Deck Center", a 29,449 sq. ft. retail shopping and hotel center on 4.82 acres. The shopping center will include a 15,817 square-foot 108 room hotel, a 5,500 square foot restaurant, a 3,000 square drive-thru foot fast food restaurant, and a gas station with six (6) fueling pumps, and a 5,132 square foot convenience store with attached car wash.

Conditional Use Permit No. 2019-082 proposes to allow for the gas station use and alcohol sales at the various uses proposed within the center, including: the sale of beer and wine for off-premises consumption at the proposed gas station and convenience store; the sale of beer, wine and distilled spirits for onsite consumption at the proposed sit down restaurant; and the sale of beer, wine and distilled spirits for the hotel site. In the EDC zone and Ordinance 348, the sale of alcoholic beverages for on-site consumption and for off-site consumption in conjunction with a gas station requires a conditional use permit. Approval of the CUP will also include Findings of Public Necessity and Convenience required by the California Department of Alcoholic Beverages Control (ABC) due to an overconcentration of alcohol licenses in the area.

Construction
The construction of the proposed project is expected to begin in June 2020 and last through August 2021. Construction would include site preparation and grading, construction of the proposed structures, paving of the site, and architectural coating of the buildings.

Landscaping
The site would contain approximately 60,000 square feet of landscaping, which is 28.2 percent of the overall site area. All planting and irrigation would conform with the City of Menifee Municipal Code Section 15.04.

Access and Parking
The project proposes two access driveways along Trumble Road. The project would provide 237 parking spaces, of which seven (7) are ADA Accessible. 123 spaces would serve the proposed hotel, 55 spaces would serve the restaurant, 34 spaces would serve the fast-food drive thru restaurant, and 20 spaces would serve the convenience store, car wash, and fueling station.

9. **Surrounding Land Uses and Environmental Setting:**

The project site is located on the west side of Trumble Road and north of Highway 74. The site is generally flat and currently undeveloped, although some remnants of previous development remain. Vegetation on-site is dominated by non-native grassland.

The area surrounding the project site is primarily industrial and commercial in nature. Concrete processing facilities, building and rental equipment yards, and shipping centers are located to the north, south, and west of the project site. An existing commercial development with a fueling station and fast food restaurant is located to the east. The table below provides the adjacent General Plan Area Plan(s), Land Use Designation(s), Zoning(s), and existing land uses for the project area and its immediate surroundings.

Table 1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Economic Development Corridor (EDC)	Economic Development Corridor (EDC) - Northern Gateway	Vacant (previously developed)
North	Economic Development Corridor (EDC)	Economic Development Corridor (EDC) - Northern Gateway	Light Industrial
South	Economic Development Corridor (EDC)	Economic Development Corridor (EDC) - Northern Gateway	Highway 74, Industrial-Lumber and Building Yard
East	Economic Development Corridor (EDC)	Economic Development Corridor (EDC) - Northern Gateway	Trumble Road, Light Industrial, Vacant, and Commercial
West	Economic Development Corridor (EDC)	Economic Development Corridor (EDC) - Northern Gateway	Interstate 215, Industrial – Concrete Processing Facility

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

Based on the current Project design concept, other permits necessary to realize the proposal will likely include, but are not limited to, the following.

- Stormwater management and associated permitting will be required consistent with the provisions of the Riverside County Flood Control and Water Conservation District.

- Permitting required under the Santa Ana Regional Water Quality Control Board (SARWQCB) pursuant to requirements of the National Pollutant Discharge Elimination System (NPDES) Permit;

- Various encroachment and construction permitting from the California Department of Transportation (Caltrans) District 8 for improvements in the vicinity of State Route 74.

- Permitting will be required by/through the South Coast Air Quality Management District (SCAQMD) for certain of the Project operations and its associated equipment, particularly regarding proposed gas station and food/restaurant establishments.

- Alcoholic Beverage Control licenses for the sale of packaged liquor for off-site consumption.

Figure 1: Project Location (USGS map from Application)

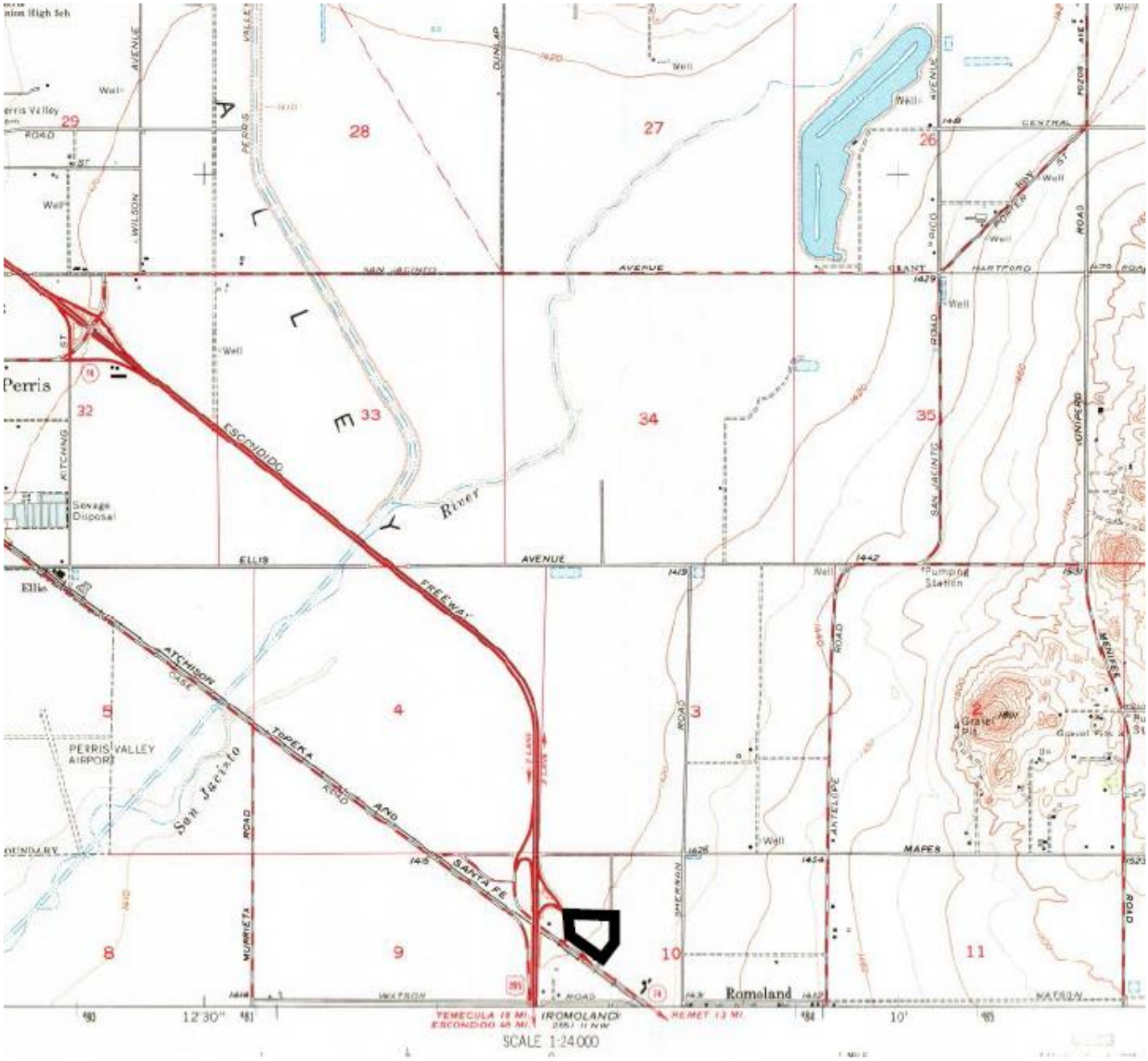


Figure 2: Project Location Longitude: 33.754632 Latitude: -117.185812

Figure 3: Site Plan Concept

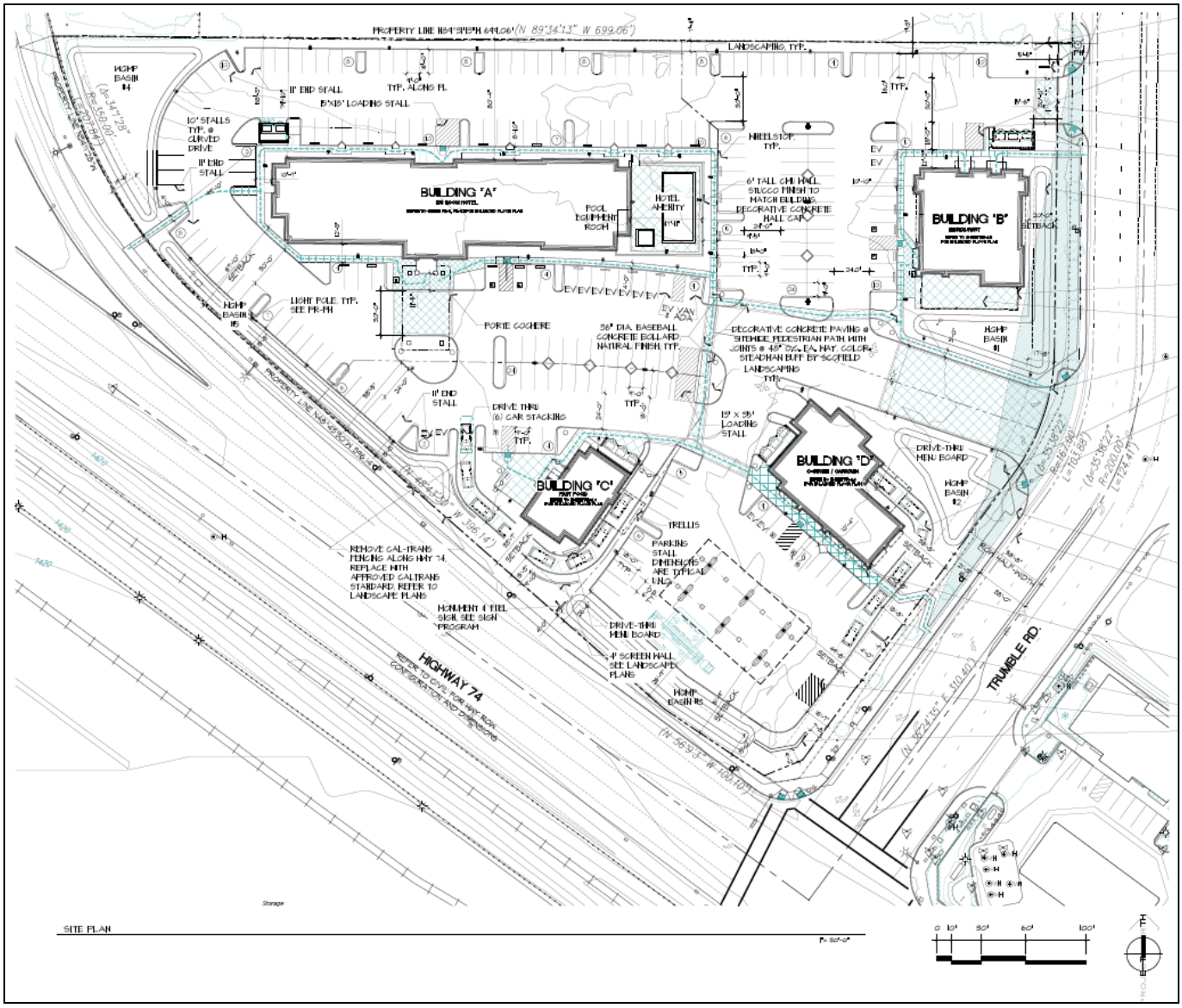
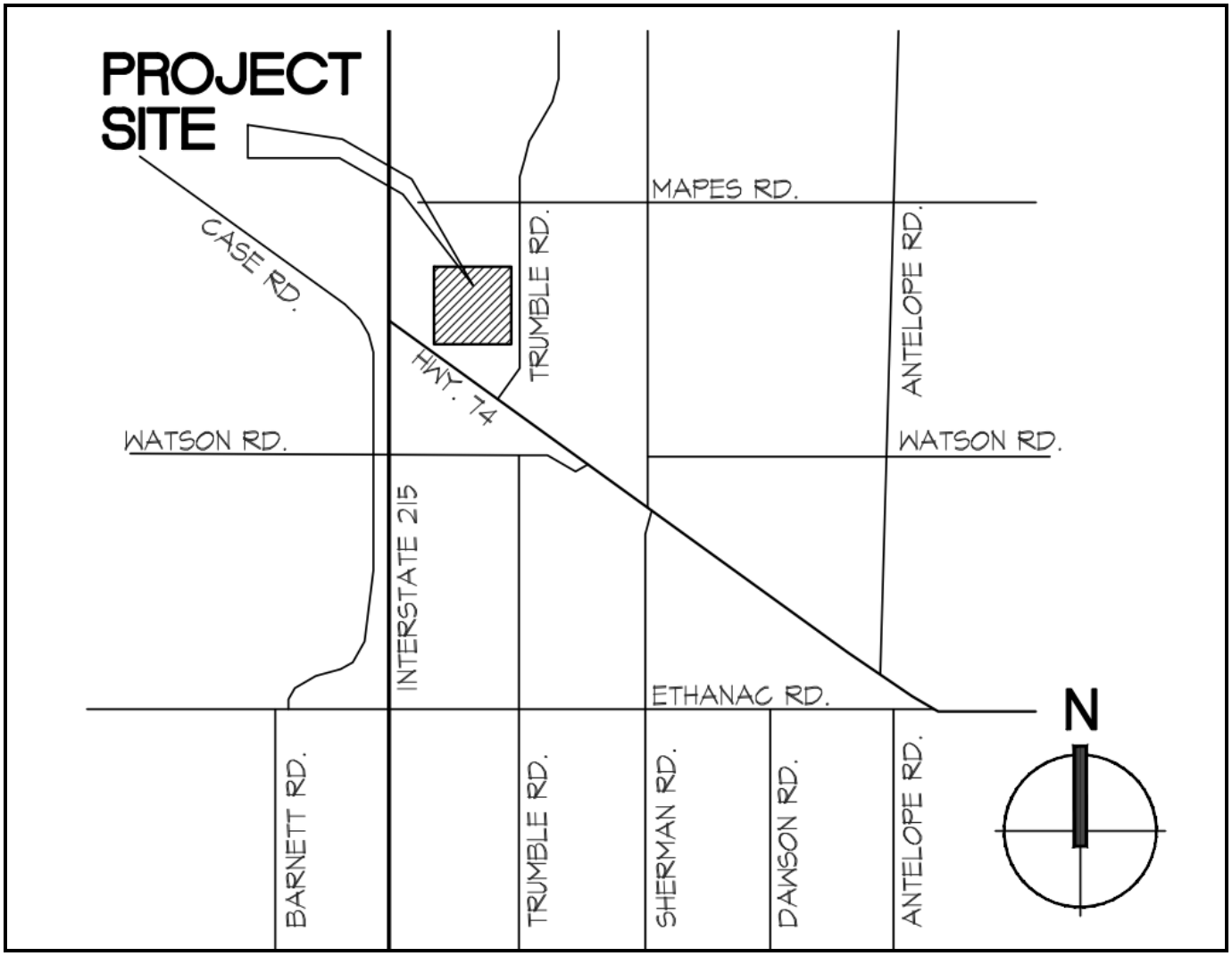


Figure 4: Vicinity Map – Longitude: 33.754632 Latitude: -117.185812



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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

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

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

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature	Date
Printed Name	For Cheryl Kitzerow Community Development Director

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

Issues:

I. AESTHETICS -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?			**X**	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
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 experiences from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			**X**	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

Sources: Menifee General Plan, Exhibit C-8, "Scenic Highways" and Riverside County General Plan Figure 5, "Mt. Palomar Nighttime Lighting Policy"; State of California, Department of Transportation, *California State Scenic Highway Mapping System;* Ordinance No. 655 (Regulating Light Pollution); City of Menifee Ordinance 2009-24 (Dark Sky)

Applicable General Plan Policies:

Goal C-6: Scenic highway corridors that are preserved and protected from change which would diminish the aesthetic value of lands adjacent to the designated routes.

Policy C-6.1: Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses.

Policy C-6.2: Work with federal, state, and county agencies, and citizen groups to ensure compatible development within scenic corridors

Policy C-6.4: Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors.

Policy C-6.5: Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within eligible county scenic highway corridors are compatible with the surrounding scenic setting or environment.

Goal CD-3: Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.

Policy CD-3.3: Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes, but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing).

Policy CD-3.5: Design parking lots and structures to be functionally and visually integrated and

connected; off-street parking lots should not dominate the street scene.

Policy CD-3.6: Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.

Policy CD-3.7: Consider including public art at key gateways, major projects, and public gathering places.

Policy CD-3.8: Design retention/detention basins to be visually attractive and well integrated with any associated project and with adjacent land uses.

Policy CD-3.9: Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.

Policy CD-3.10: Employ design strategies and building materials that evoke a sense of quality and permanence.

Policy CD-3.11: Provide special building-form elements, such as towers and archways, and other building massing elements to help distinguish activity nodes and establish landmarks within the community.

Policy CD-3.12: Utilize differing but complementary forms of architectural styles and designs that incorporate representative characteristics of a given area.

Policy CD-3.13: Utilize architectural design features (e.g., windows, columns, offset roof planes, etc.) to vertically and horizontally articulate elevations in the front and rear of residential buildings.

Policy CD-3.14: Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.

Policy CD-3.15: Require property owners to maintain structures and landscaping to high standards of design, health, and safety.

Policy CD-3.16: Avoid use of long, blank walls in industrial developments by breaking them up with vertical and horizontal facade articulation achieved through stamping, colors, materials, modulation, and landscaping.

Policy CD-3.17: Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.

Policy CD-3.19: Design walls and fences that are well integrated in style with adjacent structures and terrain and utilize landscaping and vegetation materials to soften their appearance.

Policy CD-3.20: Avoid the blocking of public views by solid walls.

Goal CD-4: Recognize, preserve, and enhance the aesthetic value of the City's enhanced landscape corridors and scenic corridors.

Policy CD-4.2: Design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration; strengthen connectivity; and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.

Policy CD-4.3: Apply special paving at major intersections and crosswalks along enhanced corridors to create a visual focal point and slow traffic speeds.

Policy CD-4.4: Frame views along streets through the use of wide parkways and median landscaping.

Policy CD-4.6: Prohibit outdoor advertising devices (billboards, but not on-site signs identifying a business on the same property as the sign) within 660 feet of the nearest edge of the right-of-way line of all scenic corridors as depicted on Circulation Element Exhibit C-8 and the entire length of I-215; City Community Information Signs or other City-sponsored signs are not subject to this requirement.

Policy CD-4.7: Design new landscaping, structures, equipment, signs, or grading within the scenic corridors for compatibility with the surrounding scenic setting or environment.

Policy CD-4.8: Preserve and enhance view corridors by undergrounding and/or screening new or relocated electric or communication distribution lines, which would be visible from the City's scenic highway corridors.

Policy CD-4.9: Require specialized design review for development along scenic corridors, including but not limited to, building height restrictions, setback requirements, and site-orientation guidelines.

Analysis of Project Effect and Determination of Significance:

a): **Less than Significant Impact.** 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 (i.e., development on a scenic hillside). The natural mountainous setting of the Menifee area is critical to its overall visual character, and provides scenic vistas for the community. Topography and a lack of dense vegetation or urban development offer scenic views throughout the City, including to and from hillside areas. Scenic features include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges, rounded hills with boulder outcrops, farmland and open space. Scenic vistas provide views of these features from public spaces. Many of the scenic resources are outside the City limits and beyond the planning area boundary. Scenic views from Menifee include the San Jacinto Mountains to the northeast and east; the San Bernardino Mountains to the north; the San Gabriel Mountains to the northwest; and the Santa Ana Mountains to the west and southwest. The Canyon Lake Reservoir is adjacent to the City's western boundary. The project site has views of the surrounding mountains, which are partially obstructed from the surrounding development.

The proposed retail and hotel center would allow for the development of four structures on a vacant lot. The structures would range from 26 feet in height for the convenience store to 47 feet 6 inches in height for the proposed three-story hotel. The height of the hotel would be taller than most of the surrounding development, which may further obstruct views across the project site to the north and west. However, the area surrounding the project site is developed primarily with light industrial, industrial, and commercial uses, along with vacant land. Views to the surrounding mountains and hillsides, therefore, are already partially obstructed. The project is not adjacent to an officially designated state scenic highway as identified by the California Scenic Highway Mapping System or within or adjacent to a scenic vista[1]; however, the project site is adjacent to Highway 74, which is a State Eligible Scenic Highway as identified in the City of Menifee's General Plan Circulation Element, Exhibit C-8 "Scenic Highways". Although the project is adjacent to an eligible scenic highway, the project architecture and landscaping have been designed to enhance the area. Further, the proposed project will be subject to City Design Guidelines which regulate the height and bulk of the building. Therefore, impacts to scenic vistas would be less than significant.

b): **Less than Significant.** The project site is not located within or adjacent to a designated state scenic highway, as identified by the California Department of Transportation. The nearest designated highway is a portion of State Route 74 (SR 74), located approximately 18 miles to the east of the project site. A portion of SR 74 which is eligible to become a state scenic highway travels adjacent to the site, as shown in Exhibit C-8 of the Circulation Element. The area surrounding the project is developed with industrial, light industrial, and commercial uses. The project would add commercial uses and hotels, which would be compatible with the surrounding land uses. The project would also comply with development standards, including setbacks and height, within the EDC-NG zone. Therefore, the project would comply with the City of Menifee General Plan

policies of ensuring development near eligible scenic highways are compatible with the surrounding area.

In addition, the project would not damage scenic resources, including rock outcroppings and historic buildings. There are no rock outcroppings, trees, or structures on-site that would be impacts. Impacts to scenic resources within a state scenic highway would be less than significant.

c): **Less than Significant.** The project site is located in an urbanized area in the City of Menifee. Upon project completion, the proposed project will consist of one-story restaurant and retail structures in the southern and eastern portion of the site and a three-story hotel in the northwestern portion of the site. The project will also include associated parking and landscaping improvements. The project will be subject to review by City staff to ensure consistency with City Design Guidelines and Zoning Code. According to Section 9.28.110 (Development Standards) of the Municipal Code, development within the EDC-NG district shall not exceed 100 feet in height. All buildings will be consistent with City design and building height requirements and limitations. The proposed project will change the visual character of the project site by adding structures and landscaping; however, the development improve the characteristics of the area, which consists of light industrial and industrial development that is not consistent with current design and building height requirements. With incorporation of the specified design features and compliance with City regulations, the project will have less than significant impacts on the visual character of the site and its surroundings

d): **Less than Significant.** Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). There are lighting sources adjacent to this site, including free-standing street lights, light fixtures on buildings, vehicle headlights, and traffic lights. The proposed project will include outdoor lighting associated with on-site safety and security. Lighting associated with the project would not be directed towards the adjacent industrial land uses to the north and south or towards the commercial uses to the east. The proposed lighting will be in character and work in conjunction with existing surrounding uses.

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

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 CD6.5). Lighting proposed by the project would comply with Menifee Municipal Code Section 6.01 and General Plan goals. Accordingly, the project will have a less than significant impact on interfering with the nighttime use of the Mt. Palomar Observatory.

Sources of daytime glare are typically concentrated in commercial areas and are often associated with retail uses. Glare results from development and associated parking areas that contain reflective materials such as glass, highly polished surfaces, and expanses of pavement. The project does not contain exposed metal or excessive amounts of glass for windows. Exterior paint colors and materials will also be non-reflective. Given the minimal use of glare-inducing materials in the design of the proposed buildings for the project, reflective glare impacts will be less than significant.

Conditions of Approval:

COA 1 - Lighting. Prior to the issuance of building permits, all parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for Plan Check approval and shall comply with the requirements of the City of Menifee Municipal Code Chapter 6.01.

Mitigation Measures: None

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

Sources: State of California, Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *Riverside County Important Farmland 2008, Sheet 1 of 3*, map published September 2009;

Applicable General Plan Policies:

Goal OSC-6: High value agricultural lands available for long-term agricultural production in limited areas of the City.

Policy OSC-6.1: Protect both existing farms and sensitive uses around them as agricultural acres transition to more developed land uses.

Analysis of Project Effect and Determination of Significance:

a): **No Impact.** The proposed project is located on vacant land, within an industrial and commercial area. The map of Important Farmland in California (2012) prepared by the Department of Conservation does not identify the proposed project site as being Prime Farmland, Unique Farmland, Farmland of Statewide Importance, of Farmland of Local Importance[2]. The project site is designated for Economic Development Corridor (EDC) in the City's General Plan. Therefore, the project would have no impact on converting agricultural resources.

b): **No Impact.** Williamson Act Contracts are not active for the proposed project site[3]. The project site is zoned Economic Development Corridor (EDC) – Northern Gateway, which allows for mainly job-creating industrial and commercial development . Therefore, there will be no conflict with existing zoning for agricultural use or a Williamson Act Contract. No impact will occur.

c-d): **No Impact.** Public Resources Code Section 12220(g) identifies forest land as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). The project site is vacant and minimally naturally vegetated; thus, there will be no loss or conversion of forestland. Therefore, development of this project will have no impact to any timberland zoning.

e): **No Impact.** The proposed project is located on a vacant site and is designated for economic development in the City's General Plan with a designation of Economic Development Corridor. The site is not currently being used for agriculture. Development of this project will not change the existing environment in a manner that will result in the conversion of agricultural land to non-agricultural land or forest land to non-forest land. Therefore, no impact will occur.

Conditions of Approval: None

Mitigation Measures: None

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?				**X**
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?			**X**	
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	

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

Sources: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993; Urban Crossroads, Trumble Retail Air Quality Impact Analysis, April 27, 2018

Applicable General Plan Policies:

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

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

Policy OSC-9.2: Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.

Policy OSC-9.3: Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.

Policy OSC-9.5: Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.

Analysis of Project Effect and Determination of Significance:

a): **No Impact.** A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2016 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city General Plans and the Southern California Association of Government's (SCAG) Regional Transportation Plan socioeconomic forecast projections of regional population, housing and employment growth[4].

The proposed project involves the construction of a 108 room hotel, 5,500 square foot restaurant, 3,000 square foot fast-food drive thru, and 3,800 square foot convenience store with a fueling station. The project would create new jobs, many of which are expected to be filled by people already living in the Menifee area. The project would not create housing nor is it expected to increase housing demand to the extent that new housing would be needed for the workforce. The proposed site is zoned and designated EDC-NG and the project is being processed with a tentative parcel map and conditional use permits. The proposed project would be consistent with current planning documents; thus, it would be consistent with the AQMP and there would be no impact.

b): **Less than Significant.** A project may have a significant impact if project-related emissions exceed federal, state, or regional standards or thresholds, or if project-related emissions substantially contribute to existing or project air quality violations. The proposed project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the South Coast Air Quality Management District (SCAQMD). Both the state of California (state) and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as "criteria pollutants"). These pollutants include ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), inhalable particulate matter with a diameter of 10 microns or less (PM10), fine particulate matter with a diameter of 2.5 microns or less (PM2.5), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS.

Air pollution levels are measured at monitoring stations located throughout the air basin. Areas that are in nonattainment with respect to federal or state AAQS are required to prepare plans and implement measures that will bring the region into attainment. Table 2 (South Coast Air Basin Attainment Status – Riverside County) summarizes the attainment status in the project area for the criteria pollutants. Discussion of potential impacts related to short-term construction impacts and long term area source and operational impacts are presented below.

Table 2
South Coast Air Basin Attainment Status

Pollutant	Federal	State
Ozone – 1 hour standard	Nonattainment	No Standard
Ozone – 8 hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment	Nonattainment

Urban Crossroads, 2018

Construction Emissions

Construction activities associated with the Project will result in emissions of NO_x, VOC, PM10, $PM_{2.5}$, SO_x, and CO. The main emissions source for construction activity are the NO_x and CO combustion emissions resulting from construction equipment and PM10 dust from site preparation and grading activities. Construction emissions would be from site preparation, grading, building construction, paving, architectural coating, and construction worker commutes.

SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1403 (Asbestos); Rule 1113 (Architectural Coatings) (23); Rule 431.2 (Low Sulfur Fuel) (24); Rule 403 (Fugitive Dust) (25); and Rule 1186 / 1186.1 (Street Sweepers) (26). Compliance with the applicable SCAQMD rules were assumed for the air quality calculations. The estimated maximum daily construction emissions are summarized in Table 3. Construction emissions will not exceed the daily thresholds established by SCAQMD; impacts will be less than significant.

Table 3
Maximum Daily Construction Emissions (lbs/day)

Year	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
2018	4.67	48.27	26.44	0.06	9.83	6.30
2019	20.54	29.94	25.21	0.06	3.51	1.91
Maximum Daily Emissions	20.54	48.27	26.44	0.06	9.83	6.30
SCAQMD Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Potential Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads, 2018

Operational Emissions

Operational activities associated with the proposed Project will result in emissions of NOx, VOC, PM10, PM2.5, SOx, and CO. Operational emissions would be expected from the following primary sources: area source emissions, energy source emissions, and mobile source emissions. The project's mobile source emissions would constitute a majority of project-related emissions and air quality impacts.

Operational ROG (VOC) emissions have been analyzed using CalEEMod analysis software and methodology and are based on the default assumptions for a Convenience Market with Gas Pumps land use. The operational VOC emissions estimates associated with this use are shown in Table 3-6 of the Trumble Reatail Air Quality Impact Analysis Report (April 27, 2018).

The storage, transfer and dispensing of gasoline is not expected to generate significant ROG (VOC) emissions. The enhanced vapor recovery systems required by SCAQMD Rule 461 would substantially reduce VOC emissions and mitigate any potential for the project to exceed the daily emissions thresholds set by SCAQMD.

For example, SCAQMD Rule 461 sets a maximum limit of 0.15 pounds of VOC per 1,000 gallons from the storage, transfer and dispensing of gasoline and 0.38 pounds of VOC per 1,000 gallons from the dispensing of gasoline into vehicle fuel tanks (Phase II) for a total of 0.53 pounds of VOC per 1,000 gallons of gasoline. Typical gas station gasoline throughput is estimated to be 2,000,000 gallons/year or 5,479.45 gallons/day. This would result in approximately 2.90 pounds of additional VOC per day. In comparison, the project's operational VOC emissions were estimated to be 12.52 lbs/day. Thus, the total daily VOC emissions from operational emissions estimated by CalEEMod as well as VOCs from gasoline dispensing would be 15.42 lbs/day (12.52 lbs/day + 2.90 lbs/day), and the result would still be well below the 55 lbs/day limit set by SCAQMD.

Therefore, the impact of any additional VOC from the storage, transfer and dispensing of gasoline is considered less than significant and no additional impacts would occur beyond those previously identified in the Air Quality Impact Analysis. The estimated operational emissions for the project are summarized in Table 4 below. As shown, the project would not exceed the applicable SCAQMD thresholds and impacts would be less than significant.

Table 4
Maximum Daily Operational Emissions (lbs/day)

Operational Activities	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source	3.60	3.60E-04	0.04	0.00	1.4E-04	1.4E-04
Energy Source	0.35	3.15	2.65	0.02	0.24	0.24
Mobile Source	8.58	46.79	53.70	0.16	10.68	3.06
Maximum Daily Emissions	12.52	49.95	56.38	0.18	10.92	3.30
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Potential Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads, 2018a

Cumulative short-term, construction-related emissions and long-term, operational emissions from the project would not contribute considerably to any potential cumulative air quality impact because short-term project and operational emissions would not exceed any SCAQMD daily threshold. As is required of the proposed project, other concurrent construction projects and operations in the region would be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements. Such measures include compliance with SCAQMD Rule 403, which requires daily watering to limit dust and particulate matter emissions. Impacts would be less than significant

c): **Less than Significant.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, outdoor athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest land uses that are considered sensitive receptors include existing single-family residences along Sherman Road to the east, the Sun Leisure Motel located approximately 820 feet to the southeast of the project, and Big League Perris baseball fields approximately 1,700 feet to the north. As noted above, the project's construction and operational emissions are below the significance criteria for all pollutants.

Localized Significance Thresholds (LSTs)

LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. 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), project size and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO_x, CO, PM_{10}, and $PM_{2.5}$.

For this Project, the appropriate Source Receptor Area (SRA) for the LST is the Perris monitoring station (SRA 24). Project could actively disturb approximately five acres per day during the site preparation and grading phases of construction, so the look up table values for five acres of site disturbance were used. A 25-meter sensitive receptor distance was used to determine appropriate LSTs for the project's emissions. As shown in

Table 5, the project would not exceed the applicable LST thresholds for the nearest sensitive receptor and impacts would be less than significant.

Table 5
Maximum Daily On-Site Construction Emissions and LSTs

Operational Activities	Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	5.49	5.37	0.77	0.39
SCAQMD Localized Threshold	**270**	**2,193**	**4**	**2**
Potential Impact?	**No**	**No**	**No**	**No**

Source: Urban Crossroads, 2018a

CO "Hot Spot" Analysis

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. An adverse CO concentration would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. As concluded in the Air Quality Report, the project would not produce the volume of traffic required to generate a CO "hot spot." Therefore, impacts are considered less than significant.

TAC Related Health Risks

Emissions resulting from the gasoline service station have the potential to result in toxic air contaminants (TACs) (e.g., benzene, hexane, MTBE, toluene, xylene) and have the potential to contribute to health risk in the project vicinity. It should be noted that standard regulatory controls would apply to the project in addition to any permits required that demonstrate appropriate operational controls. It is unknown at the time the annual amount of gasoline that will be required for the proposed gas station. As a conservative measure, it is assumed that the gasoline station would have an annual throughout of approximately 2,000,000 gallons. For purposes of this evaluation, cancer risk estimates can be made consistent with the methodology presented in SCAQMD's *Risk Assessment Procedures for Rules 1401, 1401.1 & 212* which provides screening-level risk estimates for gasoline dispensing operations. The Project site is located within Source Receptor Area (SRA) 24 and is located within 820 feet/249.94 meters of a motel. Based on this screening procedure it is anticipated that no residential sensitive receptors in the project vicinity will be exposed to a cancer risk of greater than 0.190 in two million and that no worker sensitive receptors will be exposed to a cancer risk of greater than 0.016 in two million which is less than the applicable threshold of 10 in one million. Furthermore, the underground gasoline storage tanks would be located a minimum of 50 feet away from the nearest on-site sensitive receptor (future hotel) which is consistent with the CAPCOA-based guidance that recommends a 50 foot separation between a "typical" gas station and the closest sensitive receptor. It should be noted that this screening-level risk estimate is very conservative (i.e. it would overstate rather than understate potential

impacts). Therefore, impacts would be less than significant.

d): **Less than Significant.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The project does not propose any such uses or activities that would result in potentially significant operational source odor impacts. Potential sources of operational odors generated by the project would include disposal of miscellaneous commercial refuse. Consistent with City requirements, all project-generated refuse would be stored in covered containers, thereby precluding substantial generation of odors due to temporary holding of refuse on-site. Impacts would be less than significant.

Conditions of Approval: None

Mitigation Measures: None

IV. BIOLOGICAL RESOURCES -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				**X**
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?				**X**
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?				**X**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
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?			**X**	

Sources: Menifee General Plan; Riverside County Transportation and Land Management Agency, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Approved June 7, 2003; Principe and Associates, Western Riverside County MSHCP Consistency Analysis January 6, 2017.

Applicable General Plan Policies:

Goal OSC-8: Protected biological resources, especially sensitive and special status wildlife species and their natural habitats.

Policy OSC-8.1: Work to implement the Western Riverside County Multiple Species Habitat Conservation Plan in coordination with the Regional Conservation Authority.

Policy OSC-8.2: Support local and regional efforts to evaluate, acquire, and protect natural habitats for sensitive, threatened, and endangered species occurring in and around the City.

Policy OSC-8.4: Identify and inventory existing natural resources in the City of Menifee.

Policy OSC-8.5: Recognize the impacts new development will have on the City's natural resources and identify ways to reduce these impacts.

Policy OSC-8.8: Implement and follow MSHCP goals and policies when making discretionary actions pursuant to Section 13 of the Implementing Agreement.

Analysis of Project Effect and Determination of Significance:

a): No Impacts. The project site is located on a currently vacant lot. The site was previously developed with warehouse structures and completely paved. In 2012, the building and pavement was removed. Therefore, the site has heavily compacted soils with little available oxygen, ruderal vegetation has been growing there since 2012. The ruderal vegetation is dominated by invasive, non-native grass and weed species, but a few native sage scrub recruits were also found growing on the site. The project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). An MSHCP Consistency Analysis was prepared for the project site by Principe and Associates. The report concluded that the site does not contain habitat for any species identified as candidate, sensitive, or species status. There are no trees or shrubs which would provide suitable nesting habitats for migratory birds, no seasonal aquatic features which could provide suitable habitat for special status species of fairy shrimp were present, and burrows or burrowing owls were also not observed. Therefore, the project would have no impacts.

b-c): No Impacts. The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. According to the MSHCP Consistency Analysis, there is no riparian or other sensitive natural community present on-site. Also, there are no state or federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, there would be no impacts.

d): No Impacts. The project site is currently vacant and has disturbed habitats from previous development on-site. According to the MSHCP Consistency Analysis, the site does not provide a wildlife movement corridor for migrations or foraging movements. The site does not connect two or more core habitat areas that would otherwise be fragmented or isolated from one another. It does not contain suitable cover, food or water to provide what is needed for species to exist and facilitate movement within a corridor. Therefore the project would have no impacts.

e): No Impacts. There are no viable or unique biological resources present on this site (i.e., washes, streams, oak trees, rock outcroppings, etc.). Therefore, biological resources meeting the criteria for preservation and/or protection in any local policies or ordinances are not present on the site. Specimen, heritage or species of oak trees are not present on the site. Therefore, there would be no impacts.

f): No Impacts. The project site is located within the Western Riverside County MSHCP. It is not located

within a Criteria Cell, Cell Group, of Sub Unit of the Harvest Valley/Winchester Area Plan of the MSHCP. The project site is also not located in an area that has been identified in the MSHCP as an area where conservation potentially needs to occur. Therefore, the site has no relationship to the assembly of the MSHCP reserve system and would not results in adverse impacts to biological resources within the MSHCP Conservation Area.

As concluded in the MSHCP Consistency Analysis, there are no riparian/riverine areas, vernal pools, wetlands, or habitat for Narrow Endemic Plant Species located on-site. In addition, the site is not located in an area where additional surveys are needed for criteria area species, amphibian species, burrowing owls, and mammal species. The proposed Project is consistent with all applicable sections of the MSHCP. Adherence to Standard Conditions BIO-1, BIO-2 and BIO-3 will ensure consistency with the MSHCP. Thus, the proposed Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, impacts are less than significant with adherence to standard conditions of approval.

Conditions of Approval:

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

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

BIO-3: If grading is to occur during the nesting season (February 15 – August 31), a nesting bird survey shall be conducted within ten (10) days prior to grading permit issuance. This survey shall be conducted by a qualified biologist holding a Memorandum of Understanding (MOU) with Riverside County. The findings shall be submitted to the City of Menifee Community Development Department for review and approval.

Mitigation Measures: None

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

Sources: Menifee General Plan; Jean A. Keller Phase 1 Cultural Resources Assessment May 2018

Applicable General Plan Policies:

Goal OSC-5: Archaeological, historical, and cultural resources that are protected and integrated into the City's built environment.

Policy OSC-5.1: Preserve and protect significant archeological, historic, and cultural sites, places, districts, structures, landforms, objects and native burial sites, and other features, such as Ringing Rock and Grandmother Oak, consistent with state law.

Policy OSC-5.3: Preserve sacred sites identified by the Pechanga Band of Luiseno Indians and Soboba Band of Luiseno Indians, such as tribal burial grounds, by avoiding activities that would negatively impact the sites.

Policy OSC-5.5: Establish clear and responsible practices to identify, evaluate, and protect previously unknown archeological, historic, and cultural sites, following CEQA and NEPA procedure,

Analysis of Project Effect and Determination of Significance:

a): **No Impacts.** The Phase 1 Cultural Resources Assessment included the results of a records search from the Eastern Information Center (EIC), which included a search of the National Register of Historic Places, the California Office of Historic Preservation Archaeological Determinations of Eligibility, and the California Office of Historic Preservation Historic Property Directory. The search results concluded that the previous cultural resources of historic origin have not been recorded on-site. The project site is currently vacant and does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. The remnants of all buildings and structures originally located within the subject property have been completely removed, as have the associated concrete slabs, asphalt paving, and mechanical components Therefore, the proposed project would not cause an adverse in the significance of a historic resources and no impacts would occur.

b): **Less than Significant.** The Cultural Resources Assessment conducted a site visit and a records search for the project site to identify potential cultural resources on-site. There were no cultural resources of prehistoric origin observed on-site during the site visit fieldwork. The records search at EIC indicated that project site had not been included in a previous cultural resources study and that no archaeological sites of prehistoric origin have been recorded within its boundary. A search of the *Sacred Lands File* was also completed by the Native American Heritage Commission, which resulted in negative results for cultural resources. Only two isolated artifacts and two bedrock milling features of prehistoric (i.e. Native American) origin have been recorded in the project vicinity and they are almost one mile away.

Considering the aforementioned facts, the probability of a subsurface cultural deposit existing within the property boundaries is very low and therefore, neither further research nor mitigation was recommended in the Cultural Resources Assessment. However, it was recommended that should any cultural resources be discovered during the course of ground disturbing activities anywhere on the subject property, said activities should be halted or diverted until a qualified archaeologist can evaluate the resources, recommend appropriate treatment measures to mitigate impacts to the resource from the project, if found to be significant, and make a determination of their significance. In order to reduce potentially significant impacts to previously undiscovered cultural resources which may be discovered during project implementation, Standard Conditions CUL-1 through CUL-4 shall be implemented. As part of the AB 52 consultation process, City staff has been working with the Soboba Band of Luiseño Mission Indians and the Pechanga Band of Luiseño who have agreed with the proposed standard conditions.

c): **Less than significant.** Because the Project site has been previously disturbed by auto dealership and light industrial uses, no human remains or cemeteries are anticipated to be disturbed by the proposed project. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the proposed project. It is also possible to encounter buried human remains during construction given the proven prehistoric occupation of the region. Standard Condition SC-CUL-1 is required to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project implementation to a less than significant level. SC-CUL-1 requires that in the unlikely event that human remains are uncovered the contractor is required to halt work in the immediate area of the find

and to notify the County Coroner, in accordance with Health and Safety Code § 7050.5, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she must contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Impacts would be less than significant.

Conditions of Approval:

CUL-1 (Human Remains) If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

CUL-2 (Non-Disclosure of Location Reburials) It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

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

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

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

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

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

Mitigation Measures: None

VI. Energy Conservation -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**

a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?			**X**	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				**X**

Sources: Menifee General Plan, Menifee Municipal Code, 2016 California Green Building Standards Code.

Applicable General Plan Policies:

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

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

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

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

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

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

Analysis of Project Effect and Determination of Significance:

a): **Less than Significant.** 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 worker travel to and from the project site, as well as delivery truck trips; and to operate generators to provide temporary power for lighting and electronic equipment.

The operation of the project would increase area energy demand from greater electricity, natural gas, and gasoline consumption at a currently undeveloped site. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the hotel, restaurants, and fueling station. Gasoline consumption would be attributed to the employees and patrons accessing the site.

The project would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6, of the California Code of Regulations, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings)* and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations). The California Energy Code provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. The Code applies to the building envelope, space-conditioning systems, and water-heating and lighting systems of buildings and appliances. The Code provides guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are given for a variety of building elements, including: appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls and ceilings. In addition, the

California Green Building Standards Code sets targets for: energy efficiency; water consumption; dual plumbing systems for potable and recyclable water; diversion of construction waste from landfills; and use of environmentally sensitive materials in construction and design, including ecofriendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels.

In conclusion, the construction of the project would be temporary and typical of similar commercial projects, and not result in wasteful use energy. The operation of the project would increase the use of electricity, natural gas, and gasoline from existing conditions on-site. Energy use from the project would be typical of other commercial projects and would comply with all applicable regulations. Therefore, the operation would not result in wasteful or unnecessary energy consumption or conflict with existing energy standards and regulations. Impacts would be less than significant.

b): **No impacts.** The project does not conflict with or inhibit the implementation of any energy efficiency policies adopted in the City's General Plan. As discussed in the Greenhouse Gas section below, the project would also not conflict with applicable greenhouse gas reduction plans, which include energy efficiency measures. Therefore, the project would not impact any state or local plan for renewable energy and energy efficiency.

Conditions of Approval: None

Mitigation Measures: None

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

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?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				**X**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			**X**	

Sources: Menifee General Plan, Exhibits S-1, "Fault Map," S-2, "Slope Distribution," S-3, "Liquefaction and Landslides," and S-4, "Geologic Map"; Riverside County General Plan Figure S-8, Wind "Erosion Susceptibility Map;" Geotechnical Investigation prepared by Global Geo-Engineering, Inc., December 30, 2016, 2016 California Green Building Standards Code.

Applicable General Plan Policies:

Goal S-1: A community that is minimally impacted by seismic shaking and earthquake-induced or other geologic hazards.

Policy S-1.1: Require all new habitable buildings and structures to be designed and built to be seismically resistant in accordance with the most recent California Building Code adopted by the City.

Goal S-2: A community that has used engineering solutions to reduce or eliminate the potential for injury, loss of life, property damage, and economic and social disruption caused by geologic hazards such as slope instability; compressible, collapsible, expansive or corrosive soils; and subsidence due to groundwater withdrawal.

Policy S-2.1: Require all new developments to mitigate the geologic hazards that have the potential to impact habitable structures and other improvements.

Analysis of Project Effect and Determination of Significance:

a.i): **Less than Significant.** Although the project site is located in seismically active Southern California, the site is not located within an Alquist-Priolo Earthquake Fault Zone[5]. No active faults have been identified at the ground surface within City limits. According to the Geotechnical Report, the nearest active fault is the San Jacinto Fault, which is located approximately 10.6 miles northeast of the project site. Therefore, impacts related to ground rupture are considered less than significant.

a.ii): **Less than Significant.** The proposed project will 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 buildings are subject to the seismic design criteria of the California Building Code (CBC). The California Building Code (California Building Code, California Code of Regulations, Title 24, Volume 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. Adherence to these requirements will 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 will 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 will reduce the risk of loss, injury, and death;

impacts due to strong ground shaking will be less than significant.

a.iii): **Less Than Significant.** 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 Menifee General Plan, the project the site is not located in a Zone of Required Investigation for liquefaction[6]. This indicates that the area has not been subject to historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions do not indicate potential for permanent ground displacement such that mitigation as defined in Public Resources Code § 2693(c) would be required. Moreover, the Geotechnical Report prepared by Global Geo-Engineering, Inc. determined groundwater is deeper than 50 feet, so the potential for liquefaction is low. Therefore, impacts are considered less than significant.

a.iv): **No Impact.** According to the Exhibit S-3 of the City of Menifee General Plan Safety Element, the project site is not located in an area where local topographic and geological conditions suggest the potential for earthquake-induced landslides[7]. The project site is relatively flat and there is no potential for landslides on the project site. No impacts to the proposed project site from landslides will occur.

b): **Less than Significant.** 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 project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion will be minimized through soil stabilization measures required by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering. Water erosion will be prevented through the City's standard erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing, fiber rolls, or sandbags. Following project construction, the site will be covered completely by paving, structures, and landscaping. Impacts related to soil erosion or loss of top soil will be less than significant with implementation of existing regulations.

c): **Less than Significant.** 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.

Lateral spreading typically damages pipelines, utilities, bridges, and structures. Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Furthermore, the project is required to be constructed in accordance with the CBC. The CBC includes a requirement that any City-approved recommendations contained in the soils report be made conditions of the building permit. Therefore, with the project's compliance to these conditions and adherence to recommendations listed in the Geotechnical Investigation, impacts arising from unstable soils will be reduced to less than significant.

d): **Less than Significant.** The Geotechnical Investigation concluded that the expansion potential for the project site is considered low. Import materials and subgrade soils will be analyzed in accordance with the Geotechnical Investigation recommendations. Moreover, the project would comply with CBC design considerations. Impacts would be less than significant.

e): **No Impact.** The project proposed to connect to the existing municipal sewer system and will not require the use of septic tanks. No impacts will occur.

f): **Less than Significant**. 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. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area. According to Exhibit OSC-4 of the City of Menifee General Plan, the project site is located in an area with high paleontological sensitivity[8]. Therefore, a standard condition of approval for the requirement to prepare a Paleontological Resource Impact Mitigation Program (PRIMP) prior to grading permit issuance and a monitoring program prior to issuance of the final grading permit has been incorporated. With the implementation of the standard conditional of approval detail below, impacts would be less than significant.

Conditions of Approval:

Paleontologist Required. This site is mapped as having a high potential for paleontological resources (fossils) at shallow depth. Therefore, PRIOR TO ISSUANCE OF GRADING PERMITS:

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

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

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

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

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

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

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

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

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

* The City of Menifee must be consulted on the repository/museum to receive the fossil material prior to being curated.

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

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

Mitigation Measures: None

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

Source: Urban Crossroads, Thrumble Retail Greenhouse Gas Analysis, April 27, 2018

Applicable General Plan Policies:

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

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

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

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

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

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

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

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

Existing Setting:

Global Warming and Greenhouse Gases

Global climate change refers to changes in average climatic conditions on earth as a whole, including temperature, wind patterns, precipitation and storms. Global warming, a related concept, is the observed increase in average temperature of the earth's surface and atmosphere. The six major greenhouse gases (GHGs) identified by the Kyoto Protocol are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_20), sulfur hexafluoride (SF_6), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs). GHGs absorb longwave radiant energy reflected by the earth, which warms the atmosphere. GHGs also radiate long wave radiation both upward to space and back down toward the surface of the earth. The downward part of this longwave radiation absorbed by the atmosphere is known as the "greenhouse effect." The potential effects of global climate change may include rising surface temperatures, loss in snow pack, sea level rise, more extreme heat days per year, and more drought years.

CO_2 is an odorless, colorless natural GHG. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human caused) sources of CO_2 are from burning coal, oil, natural gas, wood, butane, propane, etc. CH_4 is a flammable gas and is the main component of natural gas. N_20, also known as laughing gas, is a colorless GHG. Some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to the atmospheric load of GHGs. HFCs are synthetic man-made chemicals that are used as a substitute for chlorofluorocarbons (whose production was stopped as required by the Montreal Protocol) for automobile air conditioners and refrigerants. The two main sources of PFCs are primary aluminum production and semiconductor manufacture. SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Events and activities, such as the industrial revolution and the increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.), have heavily contributed to the increase in atmospheric levels of GHGs. An air quality analysis of GHGs is a much different analysis than the analysis of criteria pollutants for the following reasons. For criteria pollutants significance thresholds are based on daily emissions because attainment or non-attainment is based on daily exceedances of applicable ambient air quality standards. Further, several ambient air quality standards are based on relatively short-term exposure effects on human health, e.g., one-hour and eight-hour. Since the half-life of CO_2 in the atmosphere is approximately 100 years, for example, the effects of GHGs are longer-term, affecting global climate over a relatively long time frame. As a result, the SCAQMD's current position is to evaluate GHG effects over a longer timeframe than a single day.

In its CEQA & Climate Change document (January 2008), the California Air Pollution Control Officers Association (CAPCOA) identifies many potential GHG significance threshold options. The CAPCOA document indicates that establishing quantitative thresholds is a balance between setting the level low enough to capture a substantial portion of future residential and non-residential development, while also

setting a threshold high enough to exclude small development projects that will contribute a relatively small fraction of the cumulative statewide GHG emissions. Two potential significance thresholds were 10,000 metric tons per year and 25,000 metric tons per year.

Finally, another approach to determining significance is to estimate what percentage of the total inventory of GHG emissions are represented by emissions from a single project. If emissions are a relatively small percentage of the total inventory, it is possible that the project will have little or no effect on global climate change. According to available information, the statewide inventory of CO_2 equivalent emissions is as follows: 1990 GHG emissions were estimated to equal 427 million metric tons of CO_2 equivalent, and 2020 GHG emissions are projected to equal 600 million metric tons of CO_2 equivalent, under a business as usual scenario. Interpolating an inventory for the year 2011 results in an estimated inventory of approximately 121 million metric tons of CO_2 equivalent. Interpolating an inventory for the year 2012 results in an estimated inventory of approximately 127 million metric tons of CO_2 equivalent. These amounts assume that between 1990 and 2020 there is an average increase of 5.76 million tons per year of GHG.

Analysis of Project Effect and Determination of Significance:

a): **Less than Significant.** The City of Menifee has not established local CEQA significance thresholds for GHG emissions, as described in Section 15064.7 of the CEQA guidelines. Therefore, the Greenhouse Gas Analysis used the South Coast Air Quality Management District (SCAQMD) Efficiency Measure (Tier 4 Option 3) approach to determine potential GHG emissions impacts of the project[9]. SCAQMD had proposed an efficiency-based threshold approach using a 2020 target. A sector-based, project level efficiency significance threshold approach was utilized in this analysis, in which a 2020 statewide employment for land use sectors was divided by 2020 statewide service population (SP), amounting to a 4.8 metric tons (MT) carbon dioxide equivalent (CO2e) per service population threshold.

Construction activities associated with the Project would result in emissions of CO_2 and CH_4., primarily through the operation of construction equipment and truck and worker trips. For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total greenhouse gas emissions for the construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions.

Operational greenhouse gas emissions from the project would arise from energy use, solid waste, water use, and mobile emissions. Mobile emissions were determined from the vehicle trips generated by the project, which were taken from the Traffic Impact Analysis prepared for the project. Table 6 below combines the amortized construction emissions and GHG emissions associated with the operation of the project.

Table 6
Annual Project GHG Emissions

Emission Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	Total CO_2e
Annual Construction Emissions (amortized over 30 years)	23.64	0.00	0.00	23.73
Area	9.25E-03	3.00E-05	0.00	9.88E-03
Energy	1,679.98	0.06	0.02	1,686.47
Mobile	2,346.15	0.19	0.00	2,350.96
Solid Waste	20.04	1.19	0.00	49.64
Water	27.06	0.18	4.54E-03	33.02
Total CO_2e (All sources)	**4,143.83**			
Service Population	**935**			
Total CO_3 per Service Population	**4.43**			
SCAQMD Threshold per Service Population	**4.80**			

Exceedance?	**No**
Source: Urban Crossroads, 2018b	

As shown in Table 6, the total annual GHG emissions per service population would be approximately 4.43 MT CO_2e per year. The project would not exceed the project efficiency threshold of 4.8 MT CO_2e per year and would result in a less than significant impact.

b): **Less than Significant.** AB 32 requires California to reduce its GHG emissions by approximately 28.5%. CARB identified reduction measures to achieve this goal as set forth in the CARB Scoping Plan. Thus, projects that are consistent with the CARB Scoping Plan are also consistent with the reductions required by AB 32. As concluded in the GHG Analysis by Urban Crossroads, the project Is consistent with all applicable measures established in the 2017 Scoping Plan.

SB 32 requires the state to reduce statewide greenhouse gas emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide greenhouse gas reduction target of 80% below 1990 levels by 2050. According to research conducted by the Lawrence Berkeley National Laboratory and supported by the California Air Resource Board (CARB), California, under its existing and proposed GHG reduction policies, is on track to meet the 2020 reduction targets under AB 32 and could achieve the 2030 goals under SB 32.

Modeling shows the GHG emissions from the proposed project will not exceed the Tier 4 service population emission threshold of 4.8 MT CO_2e per year. In addition, all proposed improvements associated with the project will meet current energy efficiency requirements of California Title 24. The Project does not interfere with the state's implementation of (i) Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40% below 1990 levels by 2030 or (ii) Executive Order S-3-05's target of reducing statewide GHG emissions to 80% below 1990 levels by 2050 because it does not interfere with the state's implementation of GHG reduction plans described in the CARB's Updated Scoping Plan, including the state providing for 12,000 MW of renewable distributed generation by 2020, the California Building Commission mandating net zero energy homes in the building code after 2020, or existing building retrofits under AB 758. Therefore, the project's impacts on greenhouse gas emissions in the 2030 and 2050 horizon years are less than significant

Conditions of Approval: None

Mitigation Measures: None

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
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?			**X**	

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			**X**	
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?			**X**	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?				**X**

Sources: Menifee General Plan, Exhibit S-6, "High Fire Hazard Areas," and Exhibit S-7, "Critical Facilities;" State of California, Department of Toxics Substances Control, EnviroStor database; State of California, Department of Toxics Substances Control, Cortese list of Hazardous Waste and Substances Sites database; State of California, Water Resources Control Board, Geotracker, All Hazards Site Search; Phase 1 Environmental Site Assessment prepared by Global-Geo Engineering, Inc. dated December 30, 2016.

Applicable General Plan Policies:

Goal LU-4: Ensure development is consistent with the Riverside County Airport Land Use Compatibility Plan.

Goal S-4: A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.

Policy S-4.1: Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire.

Policy S-4.2: Ensure to the maximum extent possible, that fire services, such as firefighting equipment Planning Application No. PP 2017-060 Ethanac Square Page 43 and personnel, infrastructure, and response times, are adequate for all sections of the city.

Policy S-4.3: Use technology to identify flood-prone areas and to notify residents and motorists of impending flood hazards and evacuation procedures.

Policy S-4.4: Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate

Goal S-5: A community that has reduced the potential for hazardous materials contamination.

Policy S-5.1: Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.

Policy S-5.2: Ensure that the fire department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.

Policy S-5.4: Ensure that all facilities that handle hazardous materials comply with federal and state laws pertaining to the management of hazardous wastes and materials.

Policy S-5.5: Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal.

Goal S-6: A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.

Policy S-6.1: Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the City- and county-specific emergency management resources available.

Analysis of Project Effect and Determination of Significance:

a): **Less than Significant.** The proposed project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials. The proposed project is located within a commercially zoned area that contains a mix of existing industrial, commercial, vacant land, and surface streets. The proposed project does not include housing. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications.

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

With regard to project operation, the gas station would be expected to transport, use, store, or dispose of substantial amounts of hazardous materials. In addition, it is common for small amounts of materials that may be considered hazardous to be used daily in the car wash and restaurant uses as well. Widely used hazardous materials common at commercial uses include cleaners, pesticides, and food waste. The remnants of these and other products are disposed of as commercial hazardous waste that are either prohibited or discouraged from being disposed of at local landfills. Regular operation and cleaning of the commercial uses would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Exclusive of the gas station component, use of common commercial hazardous materials and their disposal does not present a substantial health risk to the community and impacts associated with the routine transport and use of these aforementioned hazardous materials or wastes would be less than significant.

The proposed project's gas station would result in the storage of gasoline and diesel fuels. Underground storage tanks would be used for fuel storage on the project site. Typical incidents that could result in accidental release of hazardous materials involve leaking storage tanks, spills during transport, inappropriate storage, inappropriate use, and/or natural disasters. If not remediated immediately and completely, these and other types of incidents could cause toxic fumes and contamination of soil, surface water and ground water. Depending on the nature and extent of the contamination, ground water supplies could become unsuitable as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

Hazardous materials must be stored in designated areas designed to prevent accidental release to the environment. California Building Code requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards.

Hazardous materials regulations are codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the state level to ensure compliance with federal regulations and to reduce the risk to human health and the environment from the routine use of hazardous substances. Protection against accidental spills and releases provided by this legislation includes physical and mechanical controls of fueling operations, including automatic shut-off valves; requirements that fueling operations are contained on impervious surface areas; oil/water separators or physical barriers in catch basins or storm drains; vapor emission controls; leak detection systems; and regular testing and inspection of fueling stations (including SCAQMD Rule 461).

The Riverside County Department of Environmental Health (RCDEH) regulates businesses that sell and store hazardous materials. The RCDEH requires the preparation of a document that provides an inventory of hazardous materials on-site, emergency plans and procedures in the event of an accidental release, and training for employees and safety procedures for handling hazardous materials and what to do in the event of a release or threatened release. These plans are routine documents that are intended to disclose the presence of hazardous materials and provide information on actions to be taken if materials are inadvertently released. The RCDEH require that all businesses in the county file a Hazardous Material Business Plan which includes a Business Emergency Plan with the RCDEH. The project will be conditioned to comply with the requirements to prepare a Business Emergency Plan (this is a standard condition of approval). Based on the uses that would be a part of the Proposed project, inclusive of the gas station use, and the existing regulatory structure related to these materials, the proposed Project would not cause a threat to public safety during project construction or operation. Therefore, because the transport, use, storage, and disposal of hazardous materials pertaining to the proposed Project would be relatively minor and subject to extensive regulatory oversight, the impact is considered less than significant.

b): **Less than Significant.** The proposed project would not entail the manufacturing or disposal of hazardous materials. Potential hazardous materials such as fuel, paint products, lubricants, solvents, and cleaning products may be used and/or stored on site during the construction and/or operation of the building. However, due to the limited quantities of these materials to be used by the project, they are not considered hazardous to the public at large. Hazardous materials, such as fuel, would be used and stored on site during the operation of a gas station as a commercial building within the proposed project. The transport, use, and storage of hazardous materials during the construction and operation of the site would be conducted pursuant to all applicable local, State and federal laws, including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the CCR, which describes strict regulations for the safe transportation of hazardous materials, and in cooperation with the County of Riverside's Department of Environmental Health. Required compliance with all applicable local, State, and federal laws would ensure the 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. This impact is less than significant.

c): **No Impact.** There are no existing or proposed schools within one-quarter mile or the project site. Therefore, there is no impact with regard to the transportation, storage, or use of hazardous materials within one-quarter mile of a school.

d): **Less than Significant.** The project site was previously occupied by an auto dealership, auto body shop, trailer assembly and sales, and a workshop building and refabricated spray paint booth. According to the State Water Resources Control Board (SQRCB), there is one hazardous materials site located on the project site[10]. The potential contaminants consisted of petroleum, waste and motor oil, and lubricants. However, the site has been sufficiently remediated and the case is closed. According to the SWRCB, there are two leaking

underground storage tank (LUST) cleanup sites located adjacent to the project site. These two sites, however, have been sufficiently remediated and their cases are closed. The project site is also not listed as a hazardous waste site by the Department of Toxic Substances Control (DTSC)[11]. The Phase 1 prepared by Global Geo-Engineering, Inc. concluded that there are no hazardous environmental conditions associated with the site and no further investigation is warranted. Therefore, impacts would be less than significant.

e): **Less than Significant.** The project is located approximately 8.5 miles from the March Air Reserve Base/Inland Port Airport. Specifically, the project is located in compatibility Zone D[12]. Zone D is listed as having low noise impacts from the use of the airport and low risk level for hazards from the airport. The only land use restriction under Zone D is to provide disclosure agreements for residential real estate transactions, which is set by state law. The project does not propose residential land uses and will comply will all applicable state regulations.

The project is also located near the Perris Valley Airport, which is a private airport, approximately 1.8 miles east of the project site. The project site is not located within any Compatibility Zone of the Perris Valley Airport Compatibility Plan[13]. Therefore, the project would result in a safety hazard for people residing or working in the project area and impacts would be less than significant.

f): **Less than Significant.** The proposed project consists of the development of a 29,449 sq. ft. retail shopping and hotel center on 4.82 gross acres. All project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed project is required to comply with the California Fire Code as adopted by the Menifee Municipal Code. Primary and secondary access to the project site will be provided via three driveways off Trumble Road.

Construction work in the street associated with the project will be limited to minor roadway improvements that will be limited to nominal potential traffic diversion. A traffic control plan, which is a standard condition of approval, will be required to be submitted and approved by the Engineering and Public Works Department and will limit circulation impacts during project construction.

The project will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. Project impacts will be less than significant

g): **No Impact.** According to Exhibit S-6 of the Menifee General Plan, the project site is not located within a fire hazard zone[14]. There are no wildland conditions in the project site or surrounding area. There would be no impacts.

Conditions of Approval:

HAZ-1. Prior to building permit final, a business emergency plan for the storage of any hazardous materials, greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances will be required. If further review of the site indicates additional environmental health issues, HMMB reserves the right to regulate the business in accordance with applicable County Ordinances.

Mitigation Measures: None

IX. HYDROLOGY AND WATER QUALITY -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			**X**	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			**X**	
ci) 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?			**X**	
cii) 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 offsite?			**X**	
ciii) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			**X**	
civ) 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 of redirect flood flows?				**X**
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			**X**	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			**X**	

Sources: Menifee General Plan, Safety Element Exhibit S-5, "Flood Hazards"; Riverside County General Plan Figure S-10 "Dam Failure Inundation Zone", Federal Emergency Management Agency Flood Insurance Rate Map 06065C1445H; Preliminary Water Quality Management Plan prepared by JLC Engineering and Consulting, Inc. (August 2018); Geotechnical Investigation prepared by Global Geo-Engineering, Inc., December 30, 2016.

Applicable General Plan Policies:

Goal S-3: A community that is minimally disrupted by flooding and inundation hazards.

Policy S-3.1: Require that all new developments and redevelopments in areas susceptible to flooding (such as the 100-year floodplain and areas known to the City to flood during intense or prolonged rainfall events) incorporate mitigation measures designed to mitigate flood hazards.

Policy S-3.2: Reduce flood hazards in developed areas known to flood.

Policy OSC-7.8: Protect groundwater quality by decommissioning existing septic systems and establishing connections to sanitary sewer infrastructure.

Policy OSC-7.9: Ensure that high quality potable water resources continue to be available by managing stormwater runoff, wellhead protection, and other sources of pollutants.

Policy OSC-7.10: Preserve natural floodplains, including Salt Creek, Ethanac Wash, Paloma Wash, and Warm Springs Creek, to facilitate water percolation, replenishment of the natural aquifer, proper drainage, and prevention of flood damage.

Analysis of Project Effect and Determination of Significance:

a): **Less than Significant.** A project normally would have an impact on surface or ground water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for a receiving water body. For the purpose of this specific issue, a significant impact could occur if the project would discharge water that does not meet the quality standards of the agencies which regulate water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Water Quality Management Plan (WQMP) to reduce potential post-construction water quality impacts.

Construction Impacts
Three general sources of potential short-term, construction-related stormwater pollution associated with the proposed project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. The proposed project will disturb approximately 4.82 gross acres of land and therefore will be subject to NPDES permit requirements during construction activities. Pursuant to the Menifee Municipal Code § 15.01.015, new development or redevelopment projects shall control stormwater runoff so as to prevent any deterioration of water quality that will impair subsequent or competing uses of the water. The Department of Public Works and Engineering will review and approve Best Management Practices (BMPs) contained in the project applicant's submitted Stormwater Pollution Prevention Plan (SWPPP) to be implemented to reduce the discharge of pollutants during construction. The project applicant's SWPPP shall identify erosion control BMPs to minimize pollutant discharges during construction activities. These identified BMPs will include stabilized construction entrances, sand bagging, designated concrete washout, tire wash racks, silt fencing, and curb cut/inlet protection. Impacts will be less than significant with implementation of existing regulations.

Operational Impacts
Proposed construction of the project will increase impervious areas by replacing the vacant property with associated paving and rooftops. Landscaping is proposed as part of project design in the form of landscaped planters containing trees, shrubs, ground covers, and vines. Although the amount of impervious surfaces will be greater than existing conditions, all on-site runoff will drain into five bioretention basins within the landscaped areas throughout the project site, as described in the Preliminary WQMP prepared for the project. Bioretention basins will be designed to capture and treat on-site stormwater runoff from the 85th percentile, 24-hour rainfall event (0.63 inch). Compliance with existing federal, state, and local regulations related to water quality, as well as implementation of BMPs included in the project construction SWPPP, will result in impacts to water quality being less than significant. The proposed development will not generate hazardous wastewater that will require any special waste discharge permits. All wastewater associated with the project's interior plumbing systems will be discharged into the local sewer system for treatment at the

regional wastewater treatment plant. Impacts will be less than significant with implementation of existing regulations.

b): **Less than Significant.** If the project removes an existing groundwater recharge area or substantially reduces runoff that results in groundwater recharge such that existing wells will no longer be able to operate, a potentially significant impact could occur. The project site is located in the Menifee Hydrologic Subarea (HSA) in the Perris South Hydrologic Area of the San Jacinto Valley Hydraulic Unit. The project site overlies the San Jacinto Groundwater Basin. According to the General Plan EIR, there are no percolation basins or other areas in the City used for intentional recharge of groundwater basins[15].

No groundwater was encountered during the geotechnical investigation documented in the Geotechnical Report prepared for the project. Based on well data from the California Department of Water Resources, groundwater levels in the vicinity of the project site range from approximately 54 to 65 feet below ground surface. Project-related grading will not reach these depths and no disturbance of groundwater is anticipated. The proposed building footprints, roadways and other hardscape will increase on-site impervious surface coverage thereby reducing the total amount of infiltration on-site. However, though the site is undeveloped, recharge under existing conditions is limited due to very low infiltration rates ranging from 0.07-0.54 inch/hour. Landscaped areas and bioretention basins on the site would provide additional opportunities for recharge to occur under developed conditions. Furthermore, this site is not utilized for groundwater supplies, and any change in infiltration as a result of increased impervious surface cover on the site will not have a significant effect on groundwater table level. The project will not result in a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts will be less than significant.

ci): **Less than Significant.** Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the project results in substantial on- or off-site erosion or siltation. The project will collect and convey on-site runoff to proposed bioretention BMPs, which will allow suspended sediment to settle out. A site drainage plan is required by the City of Menifee and was reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Department of Public Works and Engineering during plan check review. Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the project will consist of impervious surfaces, landscaping, bioretention basins, and post construction BMPs and therefore the development will not be subject to substantial erosion. No streams cross the project site; thus, the project will not alter any stream course. Impacts will be less than significant.

cii-iii): **Less than Significant.** According to the Preliminary WQMP prepared for the project, the project site contains no natural hydrologic features. During construction, the project applicant will be required to comply with drainage and runoff guidelines pursuant to City of Menifee guidelines. With regard to project operation, construction of the proposed project will increase the net area of impermeable surfaces on the site because the site is currently vacant and contains no impervious surface cover. Project implementation will not result in alteration of any existing drainage course. Permits to connect to the existing storm drainage system will be obtained prior to construction. Therefore, the increase in discharges will not impact local storm drain capacity. Furthermore, the project will utilize a subsurface system designed to store the increase in volume between the post-project and pre-project two-year, 24-hour unit hydrograph calculations to mitigate against any hydrologic conditions of concern or hydromodification impacts. The project will implement various permanent structural and operational source control BMPs to limit discharges of pollutants to the stormwater system, including pesticide reduction strategies, refuse area maintenance, and routine dry sweeping of fueling areas. With implementation of the BMPs, other impacts from polluted runoff, such as from oil and other pollutants from parking areas, will be reduced to acceptable levels. Furthermore, waste water generated from the car wash would be required to be connected to the sanitary sewer system, as opposed to the storm drain system. Therefore, the project would not increase the rate or runoff which would result in flooding, the exceedance of stormwater system capacity, or additional sources of polluted runoff and impacts will be less than significant.

civ): **No Impact.** T According to the Preliminary WQMP prepared for the project, the project site contains no

natural hydrologic features. Therefore, the project will not impede or redirect flood flows and no impacts will occur.

d): **Less than Significant.** According to flood maps prepared by the Federal Emergency Management Agency, the proposed project site is located in Zone X, an area of minimal flood hazard[16], and is not located in an area subject to inundation by the 1-percent-annual-chance flood event. The project site is not subject to tsunami due to its elevation and distance (over 30 miles) from the ocean. There are several reservoirs in the City of Menifee associated with Menifee Lakes Country Club (approximately 4.1 miles south of the project site) and Heritage Lake (approximately 3.0 miles southeast of the project site). There is no possibility of a seiche from these reservoirs affecting the project site given the project's location. In addition, the project does not propose any uses that will contain substantial pollutants. Therefore, there would be no impacts.

e): **Less than Significant.** As detailed in Impact a, the project would not violate water quality standards or degrade water quality during construction or operation. The project is located within the San Jacinto Groundwater Basin, which is currently a high priority basin[17]. The project does not involve the extraction or injection of groundwater. The project would increase impervious surfaces on site, but landscaped areas and bioretention basins on the site would provide additional opportunities for recharge to occur under developed conditions. Furthermore, this site is not utilized for groundwater supplies, and any change in infiltration as a result of increased impervious surface cover on the site will not have a significant effect on groundwater table level. Therefore, the project would not conflict with or obstruct the implementation of the water quality control plan or sustainable groundwater management plan and impacts would be less than significant.

Conditions of Approval: None

Mitigation Measures: None

X. LAND USE AND PLANNING - Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Physically divide an established community?				**X**
b) Cause 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?			**X**	

Sources: Menifee General Plan, Exhibit LU-2, "Land Use Map"; Menifee Zoning Map;

Applicable General Plan Policies:

Goal LU-1: Land uses and building types that result in a community where residents at all stages of life, employers, workers, and visitors have a diversity of options of where they can live, work, shop, and recreate within Menifee.

Policy LU-1.1: Concentrate growth in strategic locations to help preserve rural areas, create place and identity, provide infrastructure efficiently, and foster the use of transit options.

Policy LU-1.4: Preserve, protect, and enhance established rural, estate, and residential neighborhoods by providing sensitive and well-designed transitions (building design, landscape, etc.) between these neighborhoods and adjoining areas.

Policy LU-1.5: Support development and land use patterns, where appropriate, that reduce reliance on

the automobile and capitalize on multimodal transportation opportunities.

Policy LU-1.6: Coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and sub-regional goals for jobs-housing balance.

Policy LU-1.8: Ensure new development is carefully designed to avoid or incorporate natural features, including washes, creeks, and hillsides.

Policy LU-1.9: Allow for flexible development standards provided that the potential benefits and merit of projects can be balanced with potential impacts.

Policy LU-1.10: Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.

Goal LU-2: Thriving Economic Development Corridors that accommodate a mix of nonresidential and residential uses that generate activity and economic vitality in the City.

Policy LU-2.1: Promote infill development that complements existing neighborhoods and surrounding areas. Infill development and future growth in Menifee is strongly encouraged to locate within EDC areas to preserve the rural character of rural, estate, and small estate residential uses.

Goal ED-1: A diverse and robust local economy capable of providing employment for all residents desiring to work in the City.

Policy ED-1.2: Diversify the local economy and create a balance of employment opportunities across skill and education levels, wages and salaries, and industries and occupations.

Goal ED-2: A variety of retail shopping areas distributed strategically throughout the City and regional retail, dining, and entertainment destinations in key locations with freeway access.

Policy ED-2.1: Promote retail development by locating needed goods and services in proximity to where residents live to improve quality of life, retain taxable spending by Menifee residents, and attract residents from outside the City to shop in Menifee.

- Locate businesses providing convenience goods and services in retail centers that are on arterials adjacent to neighborhoods and communities throughout the City but not in rural residential areas.
- Encourage comparison goods businesses to locate in larger retail centers located on major arterials near freeway interchanges, because businesses that provide comparison goods tend to draw customers from larger areas.

Policy ED-2.2: Require regional retail districts to provide entertainment and dining in addition to retail sales and services to create destinations prepared to withstand e-commerce's increasing capture of retail spending. These districts should create a pedestrian-friendly human-scale atmosphere with street furniture, shading, and gathering spaces that enhance the experience of shopping and socializing.

Local retail centers (primarily intended to serve Menifee residents) need not necessarily provide dining and entertainment but shall provide street furniture, shading, pedestrian-circulation, and gathering spaces that enhance the experience of shopping.

Goal ED-3: A mix of land uses that generates a fiscal balance to support and enhance the community's quality of life.

Policy ED-3.1: Incorporate short-term and long-term economic and fiscal implications of proposed actions into decision making.

Analysis of Project Effect and Determination of Significance:

a): **No Impact.** The project site and surrounding area consist of vacant land, light industrial, and commercial uses. The project would be compatible with the surrounding land uses and would not impact adjacent uses with respect to building height, massing, or intensity of development. The 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 impacts.

b): **Less than Significant.** The project site is designated Economic Development Corridor – Northern Gateway and has the corresponding zoning of EDC-NG. According to the General Plan development in the northern gateway is envisioned as an employment center with limited residential development[18]. The proposed project will comply with all applicable development standards set forth in Chapter 9.28 Municipal Code for the development of Economic Development Corridor zoned lands. The project will also be consistent with the City's General Plan, including policies intended to mitigate environmental impacts as noted in other sections of this initial study. Impacts will be less than significant.

Conditions of Approval: None

Mitigation Measures: None

XI. MINERAL RESOURCES -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**
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?				**X**

Sources: Menifee General Plan Draft EIR, Figure 5.11-1, "Mineral Resource Zones";

Applicable General Plan Policies:

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

Policy OSC-4.4: Require that any future mining activities be in compliance with the State Mining Reclamation Act, federal and state environmental regulations, and local ordinances.

Policy OSC-4.5: Limit the impacts of mining operations on the City's natural open space, biological and scenic resources, and any adjacent land uses.

Analysis of Project Effect and Determination of Significance:

a-b): **No Impacts.** The project site is located within an urban area. There are no mineral extraction or processing facilities on the site. No mineral resources are known to exist within the vicinity. According to the General Plan Draft EIR, no known significant mineral resources have been designated in the City of Menifee[19]. Thus, the project will not impact mineral resources.

Conditions of Approval: None

Mitigation Measures: None

XII. NOISE -- Would the project result in:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		**X**		
b) Generation of excessive groundborne vibration or groundborne noise levels?			**X**	
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?			**X**	

Sources: Menifee General Plan, Noise Element; Menifee General Plan Draft EIR, Figure 5.12-3, "Airport Noise Contours"; Menifee Municipal Code;

Applicable General Plan Policies:

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

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

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

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

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

Table N-1
Stationary Source Noise Standards

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

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

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

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

Policy N-1.10: Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors adjacent to the I-215 or within the projected noise contours of any adjacent airports.

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

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

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

Fundamentals of Sound and Environmental Noise

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

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

L_{EQ} (Equivalent Energy Noise Level): The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. L_{EQ} is typically computed over 1-, 8-, and 24-hour sample periods.

CNEL (Community Noise Equivalent Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00pm to 10:00pm and after addition of ten decibels to sound levels in the night from 10:00pm to 7:00am.

L_{DN} (Day-Night Average Level): The average equivalent A-weighted sound level during a 24- hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00am.

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

Existing Noise Environment

The project is located within a commercial and industrial area in the City of Menifee, which is comprised of commercial and light industrial developments, hotels, vacant land, and surface street features. The background ambient noise levels in the project area are dominated by the transportation-related noise

associated with the SR-74 and arterial roadway network, as well as nearby industrial land uses, including but not limited to a UPS facility, Grove Lumber and Building Supplies, and Sunstate Equipment.

Analysis of Project Effect and Determination of Significance:

a): **Less than Significant with the Incorporation of Mitigation.** On-site noise-generating activities associated with the project would include short-term construction and long-term operational noise. The project would also generate off-site traffic noise along adjacent roadways. These potential effects are analyzed below.

Temporary Construction Noise:
Construction noise represents a short-term increase on the ambient noise levels. Construction related noise impacts are expected to create temporary and intermittent high-level noise conditions at the sensitive receivers surrounding the project site, detailed above. The City has established limits to the hours of operation. Section 9.09.030(B) of the City's Municipal Code indicates that private construction projects, located within one-quarter of a mile from an occupied residence, are considered exempt from the Municipal Code noise standards if they occur within the permitted hours of 6:00 a.m. and 6:00 p.m. from June to September, and 7:00 a.m. to 6:00 p.m. from October to May, with no activity allowed on Sundays and nationally recognized holidays. However, the City's General Plan and Municipal Code do not establish numeric maximum acceptable construction source noise levels at potentially affected receivers. To evaluate project construction noise impacts on sensitive receptors in the City of Menifee, the noise study utilized a threshold of 85 dBA Leq over a period of eight hours, derived from the *Criteria for Recommended Standard: Occupational Noise Exposure* prepared by the National Institute for Occupational Safety and Health (NIOSH). The project is located nearby the City of Perris, therefore the City of Perris Municipal Code, Section 7.34.060, noise level standard of 80 dBA Leq at residential properties shall apply to the noise-sensitive receiver locations located in the City of Perris.

Based on the reference construction noise levels, the Project-related construction noise levels when the peak reference noise level is operating at a single point nearest the sensitive receiver location will range from 47.8 to 54.7 dBA L_{eq} at the sensitive receiver locations in the City of Menifee and City of Perris, as shown in Table 7 below. The noise levels would not exceed the applicable thresholds during project construction and would not expose nearby sensitive receptors to excessive noise levels. Although noise levels would not be exceeded, the project will be conditioned to adhere to compliance with construction hours, equip all construction equipment with property maintained mufflers, locate equipment staging in areas that will create the greatest distance between construction-related noise sources and sensitive receivers, and limit haul truck deliveries to during construction hours (See conditions of approval N-1 through N-4 below). Temporary construction impacts would be less than significant.

Table 7
Construction Equipment Noise Levels (dBA Leq)

Receiver Location	Jurisdiction	Construction Noise Levels (dBA Leq)		
		Peak Activity[1]	Threshold	Threshold Exceeded?
R1	Perris	48.6	80	No
R2	Menifee	47.8	85	No
R3	Menifee	50.0	85	No
R4	Menifee	49.8	85	No
R5	Menifee	54.7	85	No
R6	Menifee	48.2	85	No

Source: Urban Crossroads Noise Study, 2018
[1] Noise levels of peak construction activity

Operational Noise
The main concerns for operational noise impacts for this project are the roof-top air conditioning units,

parking lot vehicles movements, car wash activity, gas station activity, a drive-thru speakerphone, and outdoor pool/spa activity. The project site is located within the City of Menefee; however, there are sensitive receptors located adjacent to the site that are in the City of Perris. Therefore, to accurately describe the potential operational noise levels, this analysis the noise study used appropriate operational noise standards for each of the noise-sensitive receiver location within their respective jurisdiction.

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed project. Operational noise impacts to the surrounding sensitive receptors would comply with daytime noise standards at all sensitive receptor locations. However, the project's operational noise level of 48.0 dBA Leq at receptor R5 (Sun Leisure Hotel) would exceed the nighttime noise standard of 45 dBA Leq. Implementation of Mitigation Measure MM-N-1 would limit the use of the carwash to the hours of 7:00 am to 10:00pm.

Table 8 shows the projects operational noise levels with the implementation of Mitigation Measure MM-N-1.

Table 8
Mitigation Operational Noise Levels

Receiver Location	Jurisdiction	Noise Level at Receiver Locations (dBA Leq)	Noise Level Standards (dBA Leq)		Threshold Exceeded?	
			Daytime	Nighttime	Daytime	Nighttime
R1	Perris	28.0	80	60	No	No
R2	Menifee	27.2	65	45	No	No
R3	Menifee	29.3	65	45	No	No
R4	Menifee	29.0	65	45	No	No
R5	Menifee	33.4	65	45	No	No
R6	Menifee	27.5	65	45	No	No
Source: Urban Crossroads Noise Study, 2018						

With the implementation of MM-N-1, the project would not exceed the noise level standards of the City of Menifee or the City of Perris.

Traffic generated by the operation of the proposed Project will influence the traffic noise levels in surrounding off-site areas. To quantify the traffic noise increases on the surrounding off-site areas, the changes in traffic noise levels on three roadway segments surrounding the Project site were calculated based on the change in the average daily traffic (ADT) volumes. Table 9 and Table 10 detail the increase in traffic noise levels with the implementation of the project for existing traffic levels and for opening year cumulative levels.

Table 9
Off-site Traffic Noise Impacts

Road	Segment	CNEL at Adjacent Land Use (dBA)			Noise Sensitive?	Threshold Exceeded?
		No Project	With Project	Project Addition		
SR-74	s/o Bonnie Dr.	75.7	75.9	0.2	No	No
SR-74	e/o I-215 NB Ramp	72.1	72.4	0.3	No	No
SR-74	e/o Trumble Road	71.4	71.6	0.2	No	No

Source: Urban Crossroads Noise Study, 2018

Table 10
Opening Year Cumulative Off-site Traffic Noise Impacts

Road	Segment	CNEL at Adjacent Land Use (dBA)			Noise Sensitive?	Threshold Exceeded?
		No Project	With Project	Project Addition		
SR-74	s/o Bonnie Dr.	76.2	76.5	0.3	No	No
SR-74	e/o I-215 NB Ramp	72.6	72.8	0.2	No	No
SR-74	e/o Trumble Road	71.9	72.1	0.2	No	No

Source: Urban Crossroads Noise Study, 2018

As discussed in the Noise Study, the project would not generate a noise level increase greater that 0.3 dBA CNEL in the study area roadway segments, and would not exceed the significance criteria of Federal Interagency Committee on Noise (FICON) or Menifee General Plan Noise Background Document. Therefore, impacts would be less than significant.

The Noise Study combined the project's operational noise levels with the existing ambient noise levels to determine if the project would contribute to a substantial permanent increase in ambient noise levels. Table 11 and Table 12 detail the estimate increases in ambient noise generated by the project at each of the surrounding sensitive receptors. The project would contribute up to 0.1 dBA Leq during the daytime and nighttime hours. This increase would not exceed established . Therefore, the project would not result in a substantial increase in ambient noise levels and impacts would be less than significant.

Table 11
Daytime Operational Noise Level Contributions

Receiver Location	Total Project Operational Noise (dBA Leq)	Ambient Noise Levels (dBA Leq)	Combined Project and Ambient Noise Levels (dBA Leq)	Project Contribution	Threshold Exceeded?
R1	41.3	60.7	60.7	0.0	No
R2	40.7	60.7	60.7	0.0	No
R3	43.3	59.8	59.9	0.1	No
R4	43.2	59.5	59.6	0.1	No
R5	48.0	69.9	69.9	0.0	No
R6	41.4	63.7	63.7	0.0	No

Source: Urban Crossroads Noise Study, 2018

Table 12
Nighttime Operational Noise Level Contributions

Receiver Location	Total Project Operational Noise (dBA Leq)	Ambient Noise Levels (dBA Leq)	Combined Project and Ambient Noise Levels (dBA Leq)	Project Contribution	Threshold Exceeded?
R1	41.3	60.7	60.7	0.0	No
R2	40.7	60.7	60.7	0.0	No
R3	43.3	59.8	59.9	0.1	No
R4	43.2	59.5	59.6	0.1	No
R5	48.0	69.9	69.9	0.0	No

R6	41.4	63.7	63.7	0.0	No
Source: Urban Crossroads Noise Study, 2018					

b): **Less than Significant.** Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from project construction activities would cause only intermittent, localized intrusion. The project's construction activities most likely to cause vibration impacts are the use of heavy construction equipment and trucks hauling materials to and from the project site.

The Federal Transit Administration (FTA) has an established maximum acceptable vibration standard of 80 VdB. Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 87 VdB at 25 feet. At distances ranging from 872 to 1,934 feet from Project construction activity, construction vibration velocity levels are expected to approach 40.7 VdB, as shown in Table 12.

Table 13
Construction Vibration Levels

Receiver	Distance to Construction Activity	Receiver Vibration Level (VdB)					Threshold Exceeded?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration	
R1	1,758	2.6	23.6	30.6	31.6	31.6	No
R2	1,934	1.3	22.3	29.3	30.3	30.3	No
R3	1,501	4.6	25.6	32.6	33.6	33.6	No
R4	1,534	4.4	25.4	32.4	33.4	33.4	No
R5	872	11.7	32.7	39.7	40.7	40.7	No
R6	1,846	2.0	23.0	30.0	31.0	31.0	No
Source: Urban Crossroads Noise Study, 2018							

Vibration levels at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period, but will occur rather only during the times that heavy construction equipment is operating simultaneously adjacent to the project site perimeter. Moreover, construction at the project site will be restricted to daytime hours consistent with City requirements thereby eliminating potential vibration impacts during the sensitive nighttime hours. Based on the FTA vibration standard of 80 VdB, the project's construction vibration impacts will be less than significant.

c): **Less than Significant.** As previously noted, the Project site is located in a compatibility zone (Zone D) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The Project site is located within the limits of Zone D. The runway for March Air Reserve Base/Inland Port Airport is located approximately 12 miles north of the Project site. According to Table MA-1, Compatibility Zone Factors of the MAR Comprehensive Plan, the noise impact from the March Air Reserve Base/Inland Port Airport is considered "Moderate to low", and mostly within the 55-CNEL contour. Table MA-1 also states that occasional overflights have the potential of individual loud events rather than cumulative events with respect to intrusion into some outdoor activities[20].

According to GPEIR Table 5.12-3, Land Use and Compatibility for Community Noise Environments, commercial land uses are considered normally acceptable with noise levels between 50 dBA CNEL and 70 dBA CNEL[21]. Commercial land uses noise levels between 67 dBA CNEL and 77 dBA CNEL are considered conditionally acceptable. This is consistent with the 55-CNEL produced by the March Air Reserve Base/Inland Port Airport. Therefore, the impact is considered less than significant.

The Perris Valley Airport is a private airport that is located approximately 1.8 miles east of the project site in the City of Perris. The project site is not located within the Perris Valley Airport Compatibility Plan, and noise levels in excess of 55 dbCNEL generated by the airport do not extend to the project site. Therefore, the impact of noise from the Perris Valley Airport is considered less than significant.

Conditions of Approval:

COA N-1 Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall only occur between the hours of 6:00 a.m. and 6:00 p.m. from June to September, and 7:00 a.m. to 6:00 p.m. from October to May, with no activity allowed on Sundays and nationally recognized holidays (City of Menifee Municipal Code, Section 9.09.030(B)). (5) The Project construction supervisor shall ensure compliance with the note and the City shall conduct periodic inspection at its discretion.

COA N-2 During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.

COA N-3 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site (i.e., to the west or center) during all Project construction.

COA N-4 The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 6:00 a.m. and 6:00 p.m. from June to September, and 7:00 a.m. to 6:00 p.m. from October to May, with no activity allowed on Sundays and nationally recognized holidays). The contractor shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

Mitigation Measures:

MM-N-1: Car wash activity shall be limited to the daytime hours of 7:00 a.m. to 10:00 p.m. to reduce the operational noise levels of the Project during the more sensitive nighttime hours of 10:00 p.m. to 7:00 a.m.

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

Sources: U.S. Census Bureau, Annual Estimates of the Resident Population for Incorporated Places over 50,000; Southern California Association of Governments (SCAG) Adopted 2016 RTP/SCS Growth Forecast.

Analysis of Project Effect and Determination of Significance:

a): **Less than Significant.** The project would develop a retail shopping and hotel center, with a gas station/convenience store, and sit-down and drive-thru restaurants. The project does not include residential development which would directly increase the population of the City of Menifee. According to the 2016 RTP/SCS, Menifee had an employment base of 10,300 in 2012 and is expected to increase to 23,500 by 2040[22]. Using the Employment Density Study prepared for SCAG, the project would add 40 jobs to the City[23].

This increase in employment is within the growth assumptions in the 2016 RTP/SCS and it is likely that a number of these jobs would be filled by existing residents in the City. Therefore, the project would not create a substantial population growth and impacts would be less than significant.

b): **No Impacts.** The project site is currently vacant. Therefore, the project would not displace existing housing or people, creating the need to construction replacement housing elsewhere. No impacts would occur.

Conditions of Approval: None

Mitigation Measures: None

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

Sources: Menifee General Plan Safety Element; Romoland School District and Perris Union High School District websites.

Applicable General Plan Policies:

Goal S-4: A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.

Policy S-4.1: Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire.

Policy S-4.2: Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City.

Policy S-4.4: Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.

Goal OSC-1: A comprehensive system of high quality parks and recreation programs that meets the diverse needs of the community.

Policy OSC-1.7: Ensure that parks and recreational facilities are well-maintained by the responsible agency.

Analysis of Project Effect and Determination of Significance:

a): **Less than Significant.** The Riverside County Fire Department provides fire protection and emergency response services in the City of Menifee. Station No. 7 located at 28349 Bradley Road is approximately three miles south of the project site and would likely be the station to serve the project. Station 1 and Station 101 are also located less than four miles northwest of the project site and could also serve the project.

The project is located within an urban area and within the existing service area of the Riverside County Fire Department. Prior to the issuance of building permits all construction documents will be reviewed and approved by the City of Menifee's Fire Department as contracted through CalFire for consistency with the Uniform Fire Code. The development will be required to provide fully operational fire suppression equipment including hydrants prior to the arrival of any building material being delivered to the Project site. The proposed structures will have fire sprinklers throughout the buildings as well as a dedicated fire protection water line. The new construction of the retail commercial space will not cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for the fire services. Per Menifee Municipal Code Chapter 8.02 (Development Impact Fees), new development is required to pay impact fees that can go toward purchasing land and construction of new fire facilities. Therefore, additional commercial development into this area will not create a significant effect upon or result in a need for new or altered fire service. Any impacts are considered less than significant impact.

b): **Less than Significant.** The City of Menifee contracts with the Riverside County Sheriff (RCSD) to provide police service for the City. The Menifee Police Department is located at 137 N. Perris Boulevard in Perris, California approximately 3.5 miles northwest of the proposed project site. As of May 2019, the Perris Station was staffed with 162 sworn deputies and 40 classified employees, including 51 patrol and traffic officers assigned to patrol in the City of Menifee. Average RCSD response time to emergency calls is 8.72 minutes, and average response time for nonemergency calls is 52.89 minutes[24]. Additionally, a new Menifee Police Substation recently opened in March of 2018 and the storefront is located at 28115 Bradley Road, Suite 4, Menifee (Sun City), CA 92586.

The sheriff's department provides a crime prevention program to the City of Menifee, consisting of support to the Neighborhood Watch program in the City and officer visits to schools and churches with presentations on topics including drug education and personal safety. The proposed development is located in an urban area with surrounding development and would not result in any more extensive crime problems that cannot be handled with the existing level of police resources. The project has been reviewed by the Riverside County Sherriff's Department and the project will be conditioned to install security cameras in the parking lot to assist with crime prevention. This is a standard condition of approval and is not considered unique mitigation pursuant to CEQA. No new or expanded police facilities will need to be constructed as a result of this project. Per Menifee Municipal Code Chapter 8.02 (Development Impact Fees), new development is required to pay impact fees that can go toward purchasing land and construction of new police service facilities. The proposed Project's impacts with respect to police services would be less than significant.

c-e): **Less than Significant.** The proposed project is located within the Romoland School District and Perris Union High School District. It is anticipated that new employees required to construct and operate the new commercial retail and hotel center will come from the existing population in the local area. The expansion of public services such as schools, libraries, or parks will not be required. The proposed Project is subject to development fees for school facilities pursuant to Senate Bill 50. Therefore, a less than significant impact on local schools or parks are anticipated.

Conditions of Approval:

COA PS-1 Security Systems. Prior to the issuance of Building Permits, the applicant shall prepare a security plan for the site. The security plan for this project shall include a comprehensive security camera system that provides 360-degree coverage on the outside of the buildings and clearly depicts the entire parking field, parking lot entrances and exits, and building entrances. This security camera system shall be based in one of the buildings containing the management office for this development, or inside a security office located within one of the retail buildings or other place acceptable to the Sheriff's Department, that is accessible to law enforcement at all times of the day and night. This security camera system shall have a recording capacity to minimally save footage for the period of one month. The plan shall be approved prior to issuance of Building Permits.

In addition, the trash enclosure shall be properly secured and have a lock as well as a covering to keep unauthorized persons from entering the dumpster area to dig through the trash.

The Sheriff's Department shall verify that the security system and trash enclosure requirements has been installed prior to final occupancy.

Mitigation Measures: None

XV. 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?			**X**	
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?			**X**	

Sources: Menifee General Plan Draft EIR;

Applicable General Plan Policies:

Goal OSC-1: A comprehensive system of high quality parks and recreation programs that meets the diverse needs of the community.

Policy OSC-1.1: Provide parks and recreational programs to meet the varied needs of community residents, including children, youth, adults, seniors, and persons with disabilities, and make these facilities and services easily accessible and affordable to all users.

Analysis of Project Effect and Determination of Significance:

a-b): **Less than Significant.** The project includes the development of a commercial retail and hotel center on a vacant lot. Demand for park and recreation facilities are typically tied to residential development. It is anticipated that employees needed for the project would reside in the surrounding area, and the project would not result in the generation of new residents utilizing park facilities. Therefore, the project would not create additional demand for park facilities or require the construction or expansion of recreational facilities.

Impacts would be less than significant.

Conditions of Approval: None

Mitigation Measures: None

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

Sources: Menifee General Plan Circulation Element; Riverside County Transportation Commission, *2010 Riverside County Congestion Management Program* adopted March 10, 2010*;* Riverside Transit Agency. *2010 Annual Report, Ride Guides and System Map;* Urban Crossroads Trumble Retail Traffic Impact Analysis, March 20, 2019.

Applicable General Plan Policies:

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

Policy C-1.1: Require roadways to:

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

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

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

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

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

- Comply with federal, state and local design and safety standards.

- Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.

- Be compatible with the streetscape and surrounding land uses.

- Be maintained in accordance with best practices.

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

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

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

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

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

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

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

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

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

Analysis of Project Effect and Determination of Significance:

a): **Less than Significant with Mitigation Incorporated.** A Traffic Impact Analysis was prepared by Urban Crossroads (dated March 2019) to assess project-related impacts. The purpose of this TIA was to evaluate the potential circulation system deficiencies that may result from the development of the proposed project, and recommend improvements to achieve acceptable circulation system operational conditions. The TIA was prepared in accordance with the City of Menifee Public Works Department Traffic Impact Analysis Guidelines (August 2015). New 2019 CEQA Guidelines recommend the use the vehicle miles travelled (VMT) when analyzing traffic impacts. The Western Riverside Council of Governments (WRCOG) has not yet determined baseline VMTs for the City of Menifee. Therefore, a LOS analysis was used in determining impacts to transportation and traffic.

The traffic impact analysis evaluated seven intersections in the vicinity of the project site:

- I-215 Freeway Southbound (SB) Ramps/SR-74/Bonnie Drive (Caltrans and City of Perris Jurisdiction)
- I-215 Freeway Northbound (NB) Ramps/SR-74 (Caltrans, City of Perris, and City of Menifee Jurisdiction)
- Trumble Road/Driveway 1 – Future Intersection (City of Menifee Jurisdiction)
- Trumble Road/Driveway 2 – Future Intersection (City of Menifee Jurisdiction)
- Trumble Road/SR-74 (Caltrans and City of Menifee Jurisdiction)
- Sherman Road/SR-74 (Caltrans and City of Menifee Jurisdiction)

The TIA also includes a peak hour roadway segment analysis for the following four segments where the Project is anticipated to contribute 50 or more peak hour trips:

- SR-74, Bonnie Drive to I-215 NB Ramps (Caltrans and City of Perris Jurisdiction)
- SR-74, I-215 NB Ramps to Trumble Road (Caltrans and City of Menifee Jurisdiction)
- SR-74, Trumble Road to Sherman Road (Caltrans and City of Menifee Jurisdiction)
- Trumble Road, Driveway 2 to SR-74 (City of Menifee Jurisdiction)

Additionally, the TIA includes a freeway mainline segment analysis for the following freeway segments immediately adjacent to the project site:

- I-215 Freeway Southbound – North of SR-74
- I-215 Freeway Southbound – South of SR-74
- I-215 Freeway Northbound – North of SR-74
- I-215 Freeway Northbound – South of SR-74

Finally, the TIA includes a freeway merge/diverge ramp junction analysis for the following freeway ramps in the vicinity of the project site:

- I-215 Freeway – Southbound, Off-Ramp at SR-74 (Diverge)
- I-215 Freeway – Southbound, On-Ramp at SR-74 (Merge)
- I-215 Freeway – Northbound, On-Ramp at SR-74 (Merge)
- I-215 Freeway – Northbound, Off-Ram pat SR-74 (Diverge)

Thresholds of Significance

Pursuant to City of Menifee and City of Perris General Plan policies, Caltrans guidelines, and adopted thresholds of the Riverside County Transportation Commission, a potentially significant impact to area intersections would occur if:

- An intersection is projected to operate at an acceptable level of service (i.e., LOS D or better) under Existing traffic conditions and the addition of project traffic, as measured by 50 or more peak hour trips, is expected to cause the intersection to operate at an unacceptable level of service (i.e., LOS E or F); or
- An intersection is projected to operate at LOS E or LOS F under Existing, and the project would add 50 or more peak hour trips

Project Trip Generation

Trip generation rates used to estimate Project traffic are based upon data collected by the Institute of Traffic Engineers (ITE) for hotel (ITE Land Use Code 310), quality restaurant (ITE Land Use Code 931), fast food restaurant with drive-thru window (ITE Land Use Code 934), and gas/service station with food mart and car wash (ITE Land Use Code 946) land uses in their published Trip Generation Manual, 9th Edition, 2012. Table 14 shows the project trip generation.

Table 14
Project Trip Generation

Land Use	Quantity	Units	AM Peak Hour[1]	PM Peak Hour[1]	Daily[1]
Hotel	108	Rooms	52	59	794
Quality Restaurant	5.500	TSF	4	31	334
Fast Food Restaurant with Drive-Thru	3.000	TSF	92	66	1,004
Gas Station/Convenience Market/Car Wash	12	VFP	96	113	1,238

Project Total	-	-	244	269	3,370

TSF = Thousand Square Feet; VFP = Vehicle Fuel Positions
[1]Accounts for 10 percent internal and 25 percent pass-by reduction, as applicable.
Urban Crossroads 2018 (adapted from Table 4-1).

Existing (2016) Conditions

Table 15 shows intersection LOS under Existing (2016) conditions. All intersections operate at an acceptable LOS (LOS D or better) under Existing (2016) conditions.

Table 15
Intersection Level of Service under Existing (2016) Conditions

#	Intersection	Traffic Control	Delay (sec)[1]		LOS		Acceptable LOS
			AM	PM	AM	PM	
1	I-215 SB Ramps/SR-74/Bonnie Drive	TS	16.2	22.6	B	C	D
2	I-215 NB Ramps/SR-74	TS	13.5	13.0	B	B	D
3	Trumble Road/Driveway 1	Future Intersection					
4	Trumble Road/Driveway 2	Future Intersection					
5	Trumble Road/SR-74	TS	12.3	9.7	B	A	D
6	Sherman Road/SR-74	TS	14.3	16.2	B	B	D

TS = Traffic Signal
[1] Per the Highway Capacity Manual 6th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
Urban Crossroads 2018 (adapted from Table 3-1).

Under Existing (2016) conditions, all roadway segments, freeway mainline, and ramps operate at an acceptable LOS, with the exception of SR-74 between I-215 Freeway Northbound Ramps and Trumble Road, which operates at LOS E. Although the segment of SR-74 between the I-215 Freeway Northbound Ramps and Trumble Road is currently operating at deficient LOS, the peak hour intersection operations shown in Table 15 above indicate that additional roadway widening is not necessary because peak hour operations show additional capacity at SR-74 intersections to accommodate peak hour traffic. It should also be noted that SR-74 is currently built to its planned ultimate cross-section as a four-lane divided roadway. As such, no roadway widening is recommended along SR-74. The TIA recommends no improvements to area intersections, roadway segments, freeway mainlines, or ramps based on Existing (2016) conditions.

Existing (2016) + Project Conditions

Table 16 shows intersection LOS under Existing + Project conditions. All intersections operate at an acceptable LOS (LOS D or better) under Existing (2016) + Project conditions.

Table 16
Intersection Level of Service under Existing (2016) + Project Conditions

#	Intersection	Traffic Control	Delay (sec)[1]		LOS		Acceptable LOS
			AM	PM	AM	PM	
1	I-215 SB Ramps/SR-74/Bonnie Drive	TS	17.4	25.1	B	C	D
2	I-215 NB Ramps/SR-74	TS	13.6	13.2	B	B	D

3	Trumble Road/Driveway 1	**CSS**	9.8	10.2	A	B	D
4	Trumble Road/Driveway 2	**CSS**	10.3	10.4	B	B	D
5	Trumble Road/SR-74	TS	27.5	22.2	C	C	D
6	Sherman Road/SR-74	TS	14.7	16.6	B	B	D

*TS = Traffic Signal; **CSS** = Cross Street Stop (planned improvement)*
[1] Per the Highway Capacity Manual 6th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Urban Crossroads 2018 (adapted from Table 5-1).

As with Existing (2016) conditions, all roadway segments, freeway mainline, and ramps operate at an acceptable LOS under Existing (2016) + Project conditions, with the exception of SR-74 between I-215 Freeway Northbound Ramps and Trumble Road, which would continue to operate at LOS E. Although the segment of SR-74 between the I-215 Freeway Northbound Ramps and Trumble Road is currently operating at deficient LOS, the peak hour intersection operations shown in Table 16 above indicate that additional roadway widening is not necessary. As such, no roadway widening is recommended along SR-74. The TIA recommends no improvements to area intersections, roadway segments, freeway mainlines, or ramps based on Existing + Project conditions.

Opening Year Cumulative (2019) Conditions

Table 17 shows intersection LOS under Opening Year Cumulative (2019) conditions with and without the project. All intersections operate at an acceptable LOS (LOS D or better) under Opening Year Cumulative (2019) conditions, both with and without the project.

Table 17
Intersection Level of Service under Opening Year Cumulative (2019) Conditions

#	Intersection	Traffic Control	Without Project				With Project			
			Delay (sec)[1]		LOS		Delay (sec)[1]		LOS	
			AM	PM	AM	PM	AM	PM	AM	PM
1	I-215 SB Ramps/SR-74/ Bonnie Drive	TS	28.2	39.1	C	D	31.3	45.1	C	D
2	I-215 NB Ramps/SR-74	TS	13.7	14.7	B	B	14.1	15.2	B	B
3	Trumble Road/Driveway 1	**CSS**	Future Intersection				10.0	10.5	B	B
4	Trumble Road/Driveway 2	**CSS**	Future Intersection				10.5	10.7	B	B
5	Trumble Road/SR-74	TS	17.2	12.9	B	B	42.6	32.4	D	C
6	Sherman Road/SR-74	TS	15.6	18.4	B	B	16.2	18.8	B	B

*TS = Traffic Signal; **CSS** = Cross Street Stop (planned improvement)*
[1] Per the Highway Capacity Manual 6th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Urban Crossroads 2018 (adapted from Table 6-1).

All freeway mainline and merge/diverge ramp junctions are projected to operate at an acceptable LOS under Opening Year Cumulative (2019) conditions without and with the project. Under Opening Year Cumulative (2019) conditions without the project, no additional roadway segments would operate at a LOS deficiency, aside from SR-74 between I-215 Freeway Northbound Ramps and Trumble Road, which would operate at LOS F. This segment does not meet the LOS D standard under Existing (2016) conditions and would not meet the standard under Existing + Project conditions. Under Opening Year Cumulative (2019) conditions with the project, SR-74 from Trumble Road to Sherman Road would also fail to meet the LOS D standard and would operate at LOS E.

Although these segments of SR-74 are anticipated to operate at deficient LOS, the peak hour intersection operations analysis for the intersections on either side of these deficient segments indicates that additional roadway widening is not necessary. Furthermore, SR-74 is currently built to its planned ultimate cross-section as a four-lane divided roadway. As such, the TIA recommends no improvements to roadway segments, freeway mainlines, or merge/diverge ramp junctions.

Improvements

The project would not cause any area intersections, freeway mainlines, or merge/diverge ramp junctions to drop below an acceptable LOS under Existing (2016), Existing (2016) + Project, or Opening Year Cumulative (2019) conditions. Under Opening Year Cumulative (2019) conditions with the project, two segments of SR-74 would operate below the acceptable LOS D standard: SR-74 between I-215 Freeway NB Ramps and Trumble Road and between Trumble Road and Sherman Road. These segments would operate at LOS F and LOS E, respectively. However, peak hour intersection operations analysis indicates that intersections at both ends of these segments have additional capacity to accommodate peak hour traffic. Therefore, no roadway segment improvements are recommended.

The applicant will be responsible for participating in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through payment of Transportation Uniform Mitigation Fees (TUMF), City of Menifee Development Impact Fees (DIF), or a fair share contribution as directed by the City of Menifee. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases. This contribution is ensured through the project's Conditions of Approval. This impact would be less than significant with mitigation incorporated.

b): **Less than Significant.** The City of Menifee has not adopted thresholds for vehicle miles travelled (VMT). The project site is located approximately one mile southeast of the Metrolink Perris Station Transit Center, which serves the major Metrolink transit corridor. In addition, the project site is located about 600 feet from Riverside Transit Agency bus stop along Route 28. As discussed above under Impact a, the project would not significantly impact local intersection or roadways with the implementation of mitigation. Pursuant to CEQA Guidelines 15064.3 (b), the project is located near a major transportation corridor station and is located near a local bus stop. Therefore, the project would not be inconsistent or conflict with CEQA Guidelines 15064.3 and there would be no impact.

c-d): **Less than Significant with Mitigation Incorporated.** The TIA prepared for the project includes recommendations for on-site and site-adjacent roadway and site access improvements to ensure that project driveway intersections and internal circulation are safe, with adequate sight distance and driveway widths where necessary for entering and exiting the site. The proposed project is required to comply with Fire Department requirements for adequate access. Project site access and circulation will provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department's requirements, upon implementation of recommendations contained in the TIA. Implementation of these recommendations will also prevent any project impacts due to a design feature. The project site is surrounded by walled or fenced industrial land uses to the north, south, and northeast, vacant land and a commercial gas station to the east, and I-215 on- and off-ramps to the west. The proposed project will not create hazards due to incompatible uses. Emergency access to the site will be maintained during construction. Less than significant impacts will occur with incorporation of Mitigation Measures T-1 through T-3.

Conditions of Approval:

COA T-1: The applicant shall participate in the funding of any necessary off-site roadway and intersection improvement projects through the payment of TUMF, City of Menifee DIF, or contribution as directed by the City of Menifee.

Mitigation Measures: None

MM T-1: The project shall construct curb-and-gutter, sidewalk, and applicable driveway improvements along the project's frontage, consistent with recommendations contained in the Traffic Impact Analysis prepared for the project. Improvements shall include the construction of a raised median along Trumble Road with a north bound left turn pocket to facilitate access at driveways.

MM T-2: Sight distance at each project access point shall be reviewed with respect to standard Caltrans and City of Menifee sight distance standards at the time of preparation of final grading, landscape and street improvement plans. Any landscaping/hardscape within the limited use area, as delineated in the Traffic Impact Analysis, shall not exceed 30 inches (2.5 feet) in height. The limited use area should be kept clear of any landscaping or any other obstructions that may impede the visibility of the driver, including on-street parking. Sight distance shall be re-evaluated once the driveways have been constructed.

MM T-3: Driveway 1 shall be modified to provide a 40-foot curb radius on the northwest corner and a 20-foot curb radius on the southwest corner in order to accommodate the turning radius of a WB-50 truck (42.5-foot trailer) both inbound and outbound of the site. Driveway 2 shall be modified to provide a 30-foot curb radius on the northwest and southwest corners in order to accommodate the turning radius of a WB-50 truck both inbound and outbound of the site.

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

Sources: Menifee General Plan; Jean A. Keller Phase 1 Cultural Resources Assessment; Soboba Tribe Request for Consultation Pursuant to AB 52, Joseph Ontiveros, Tribal Historic Preservation Officer, May 1, 2019; Pechanga Tribe Request for Consultation Pursuant to AB 52, Nicole Cory, Assistant Tribal Historic Preservation Officer, December 6, 2018.

Applicable General Plan Policies:

Goal OSC-5: Archaeological, historical, and cultural resources that are protected and integrated into the City's built environment.

Policy OSC-5.1: Preserve and protect significant archeological, historic, and cultural sites, places, districts, structures, landforms, objects and native burial sites, and other features, such as Ringing Rock and Grandmother Oak, consistent with state law.

Policy OSC-5.2: Work with local schools, organizations, the Pechanga Band of Luiseño Indians, Soboba Band of Luiseño Indians, and other agencies to educate the public about the rich archeological, historic, and cultural resources found in the City.

Policy OSC-5.3: Preserve sacred sites identified by the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians, such as tribal burial grounds, by avoiding activities that would negatively impact the sites.

Policy OSC-5.4: Enhance local interest, pride, and sense of place for City residents by making locally recovered artifacts more easily accessible to students, researchers, and the interested public.
Policy OSC-5.5: Establish clear and responsible practices to identify, evaluate, and protect previously unknown archeological, historic, and cultural sites, following CEQA and NEPA procedure.
Policy OSC-5.6: Maintain active communication and coordination with the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians.

Analysis of Project Effect and Determination of Significance:

a-b): **Less than Significant.** Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

The Cultural Resource Assessment concluded that results of the records research compiled from the Eastern Information Center (EIC), the Scared Lands File Search failed to indicate known TCR within the project boundaries or within a one-half mile radius of the project site as specified in Public Resources Code (PRC): 210741, 5020.1(k), or 5024.

Based on the City's prior experience with and written request from potentially interested Tribes, AB 52 Notices were sent to the following four (4) Tribes on October 12, 2017

- Agua Caliente Band of Cahuilla Indians;
- Pechanga Band of Luiseño Mission Indians;
- Rincon Band of Luiseño Indians; and
- Soboba Band of Luiseño Indians.

Only the Soboba Band of Luiseño Indians and Pechanga Band of Luiseño Mission Indians requested formal consultation. As a result of the consultation process Standard Conditions SC-CUL-1 through SC-CUL-4 shall be applied to the project. Implementation of the conditions identified above will ensure that in the event that native cultural resources are discovered during ground-disturbing activities all construction activities around the find will be halted, a qualified archaeologist will be notified, uncovered resources will be evaluated, and local tribes will be notified if the find is determined to be prehistoric or historic in nature. Impacts to tribal cultural resources will be less than significant.

Conditions of Approval:

COA CUL-1 (Human Remains) If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

COA CUL-2 (Non-Disclosure of Location Reburials) It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

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

2. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.
3. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
4. Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
5. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.
6. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the

cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council."

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

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

Mitigation Measures: None

XVIII. UTILITIES AND SERVICE SYSTEMS -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunications, the construction or relocation of which could cause significant environmental effects?			**X**	
b) Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry, and multiple dry years?			**X**	

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?			**X**	
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?			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				**X**

Sources: Menifee General Plan; *SAN53 – Will Serve Letter APN 329-020-009, -022*, Eastern Municipal Water District, April 11, 2019.

Applicable General Plan Policies:

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

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

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

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

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

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

Goal OSC-7: A reliable and safe water supply that effectively meets current and future user demands.

Policy OSC-7.2: Encourage water conservation as a means of preserving water resources.

Policy OSC-7.4: Encourage the use of reclaimed water for the irrigation of parks, golf courses, public landscaped areas, and other feasible applications as service becomes available from the Eastern Municipal Water District.

Policy OSC-7.5: Utilize a wastewater collection, treatment, and disposal system that adequately serves the existing and long-term needs of the community.

Policy OSC-7.7: Maintain and improve existing level of sewer service by improving infrastructure and repairing existing deficiencies.

Analysis of Project Effect and Determination of Significance:

a): **Less than Significant.** The project would generate additional water, wastewater, electricity, and natural gas demand. Wastewater generated at the project site is treated at the Perris Valley RWRF. The current average daily flow at PVRWRF is 13.8 million gallons per day (gpd) and the current daily capacity is 22 million gpd, providing an additional capacity of 8.2 million gpd[25]. Using CalEEMod water use default rates for

the proposed land uses, the project would generate approximately 15,616 gpd to be conveyed to the Perris Valley RWRF. This generation is well within the existing remaining treatment capacity of the Perris Valley RWRF. Connections to local water and sewer mains will involve temporary and less than significant construction impacts that will 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 will address any incremental impacts of the proposed project. Therefore, the project would not require the construction of new water or wastewater treatment facilities and have adequate wastewater treatment capacity to serve the project. Impacts would be less than significant.

As discussed in the Hydrology section the project applicant will be required to comply with drainage and runoff guidelines pursuant to City of Menifee guidelines during construction. With regard to project operation, construction of the proposed project will increase the net area of impermeable surfaces on the site because the site is currently vacant and contains no impervious surface cover. Project implementation will not result in alteration of any existing drainage course. Permits to connect to the existing storm drainage system will be obtained prior to construction.

As discussed in the Energy Conservation section, the project would not generate electrical demand requiring additional sources of electricity production by the utility provider. The project site is located next to existing utility facilities and would not require the construction or relocation of facilities in order to serve the project. Therefore, impacts would be less than significant.

b): **Less than Significant.** The Eastern Municipal Water District (EMWD) provides water service to the City of Menifee. EMWD has three sources of water supply: imported water from the Metropolitan Water District of Southern California (MWD), local groundwater, and recycled water. State Water Code § 10910-10915 require the preparation of a water supply assessment (WSA) demonstrating sufficient water supplies for any subdivision that involves the construction of more than 500 dwelling units, or the equivalent thereof. As the project does not propose a residential subdivision, no WSA is required. In normal year, single dry year, and multiple dry year scenarios presented by the 2015 EMWD Urban Water Management Plan, supply will meet demand under the normal year, single dry year, and multiple dry year scenarios[26]. EMWD is able to respond to supply shortages through implementation of its Water Shortage Contingency Plan (WSCP) and MWD's Water Supply Allocation Plan (WSAP). According to the UWMP projections, 2040 water demand is 268,200 acre feet per year (afy) and 2040 supply is 268,200 afy under normal year conditions.

According to the City of Menifee General Plan EIR, the projected net increase in water demands by buildout of the General Plan, about 15 million gallons per day (gpd), or 16,800 afy, is within EMWD forecasts of increases in its water supplies over the 2015-2035 period[27]. EMWD forecasts that its total water supplies will increase by 88,300 afy over that period. Using California Emissions Estimated Model (CalEEMod)'s default standards for water use by land use, the proposed project is anticipated to require approximately 19.6 afy in water[28]. This is within the forecasted water supplies in the region. Also, 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. The proposed project is consistent with the General Plan and impacts related to water supply are consistent with those contemplated and analyzed in the EIR. Impacts to water supplies would be less than significant.

c):**Less than Significant.** Wastewater generated at the project site is treated at the Perris Valley RWRF. The current average daily flow at PVRWRF is 13.8 million gallons per day (gpd) and the current daily capacity is 22 million gpd, providing an additional capacity of 8.2 million gpd[29]. Using CalEEMod water use default rates for the proposed land uses, the project would generate approximately 15,616 gpd to be conveyed to the Perris Valley RWRF. This generation is well within the existing remaining treatment capacity of the Perris Valley RWRF. Impacts would be less than significant.

d): **Less than Significant.** Solid waste collection in the City is provided by Waste Management, Inc. Impacts to solid waste facilities would occur if the project would cause the existing, permitted landfills to exceed

capacity or violate federal. State, and local regulations. In 2017, the City of Menifee utilized the following landfills for waste disposal:

- Badlands Sanitary Landfill
- El Sobrante Landfill
- Lamb Canyon Sanitary Landfill
- Lehigh Southwest Cement Company
- Mid-Valley Sanitary Landfill
- San Timoteo Sanitary Landfill
- Simi Valley Landfill & Recycling Center
- Sycamore Landfill Victorville Sanitary Landfill[30]

Badlands Sanitary Landfill and El Sobrante Landfill were utilized the most by the City. El Sobrante Landfill has a daily capacity of 16,054 tons per day and a remaining capacity of 143,977,170 cubic yards[31]. The Badlands landfill has a daily capacity of 4,800 tons per day and a remaining capacity of 15,748,799 cubic yards[32]. The project would be required to comply with Riverside County waste reduction programs and policies, which would reduce the volume of solid waste entering landfills by the project. Combined remaining capacities at the landfills would be adequate to accommodate the proposed development. Considering the availability of landfill capacity, project solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest and optional, more distant, landfills. Impacts would be less than significant.

e): **No Impact.** The proposed project is required to comply with all applicable federal, state, County, and City statutes and regulations related to solid waste as a standard project condition of approval. Therefore, no impact will occur.

Conditions of Approval: None

Mitigation Measures: None

XIV. WILDFIRE	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
If located in or near state responsibility areas of lands classified as very high fire hazard zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				**X**
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?				**X**
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?				**X**

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

Source(s): Google Maps; *Map My County* (Appendix A); and Figure 7-1, *Surrounding Topography*, provided in Section 7. Geology and Soils of this Initial Study.

Applicable General Plan policies:

Goal S-4: A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.

Policy S-4.1: Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire.

Policy S-4.2: Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City.

Policy S-4.3: Encourage owners of nonsprinklered high-occupancy structures to retrofit their buildings to include internal sprinklers.

Policy S-4.4: Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate

Goal S-6: A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.

Policy S-6.1: Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the City- and county-specific emergency management resources available.

Goal S-5: A community that has reduced the potential for hazardous materials contamination.

Policy S-5.1: Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.

Policy S-5.2: Ensure that the fire department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.

Analysis of Project Effect and Determination of Significance:

a-d) **No Impacts.** The project site is not located within a State Responsibility Area (SRA)[33]. According to the Fire Hazard Severity Zones Maps, the project site is not located in a very high fire hazard zone[34]. In addition, the area surrounding the project site is relatively flat and developed with local roadways and commercial, industrial, and residential development. The project would not expose people accessing and using the site to risks from uncontrollable wildfire, flooding, or landslides as a result from wildfires. A limited potential exists to interfere with an emergency response or evacuation during construction activity. Work within local roadways would require the submittal and approval of a traffic control plan (TCP) as a standard condition of approval,

which would reduce construction impacts to any potential emergency response or evacuations. Therefore there would be no impacts.

Conditions of Approval:

SC-TR-1 Prior to any Project construction, the Project Applicant shall develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.

Mitigation Measures: None

XIV. MANDATORY FINDINGS OF SIGNIFICANCE	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			**X**	

Findings of Fact: The project site is currently undeveloped and has been previously disturbed and developed in the past. The natural communities on-site, therefore, consist of ruderal vegetation dominated by invasive, non-native grass and weed species. The MSHCP consistence analysis concluded the project site does not contain any habitat for special status species, sensitive natural communities, or provide a wildlife movement corridor. As discussed under Section V Cultural Resources, site visits and database searches resulted in negative results for cultural and historic resources on-site. There remains the potential for the project to encounter previously undiscovered cultural resources during ground disturbing activities. Standard conditions of approval SC-CUL-1 through SC-CUL-4 would be applied to the project which would reduce impacts if cultural resources are discovered. Due to the low quality habitat on-site and with implementation of standard conditions of approval, impacts related to degradation of the environment and cultural resources will be less than significant.

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)?		**X**		

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

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

- List-of-Projects Method: a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

- Summary-of-Projections Method: a summary of projections contained in an adopted general plan or related planning document or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency. The proposed project is consistent with the City of Menifee General Plan, AQMP, and the CMP. Therefore, cumulative impacts will be less than significant.

The proposed project would incrementally contribute to cumulative impacts for projects occurring within the City. As provided in the analysis above, the project would not result in significant impacts to aesthetics, agriculture and forestry resources, air quality, biological resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service systems. Therefore, these environmental topics would not contribute to a cumulatively considerable impact.

Potentially significant impacts as a result of the project were identified for cultural resources, noise, transportation and traffic, and tribal cultural resources. With the implementation of required standard conditions of approval and mitigation measures for these topics, implementation of the project would not result in any significant impact which could contribute to a cumulative impact. In the absence of significant impacts, the incremental accumulation of effects would not be cumulatively considerable and impacts would not be substantial. Therefore, impacts related to cumulative impacts would be less than significant with mitigation and conditions of approval incorporated.

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

Findings of Fact: Based on the analysis of the project's impacts in the responses to items 1 thru 18, there is no indication that this project will result in substantial adverse effects on human beings. While there will be a variety of temporary adverse effects during construction related to air quality, noise, and traffic, these will be less than significant or reduced to less than significant levels through mitigation. Long term effects include increased vehicular traffic, traffic related noise, noise from the operation of the project, and emissions of criteria pollutants and greenhouse gas emissions. The analysis herein concludes that direct and indirect environmental effects will at worst require mitigation to reduce to less than significant levels. Generally, environmental effects will result in less than significant impacts. Based on the analysis in this Initial Study, direct and indirect impacts to human beings will be less than significant with mitigation incorporation**.**

XVIII. EARLIER ANALYSES

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

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