CITY OF MENIFEE

CEQA Environmental Checklist Form

1. **Project Title:** Tract 38625 Salt Creek Project

2. **Lead Agency Name and Address:** City of Menifee, Community Development Department, 29844 Haun Road, Menifee, California 92586

3. **Contact Person and Phone Number:** Brandon Cleary, Associate Planner: 951.723.3761

4. **Project Location:** The project site is located at the southwest corner of Briggs Road and Simpson Road, in the City of Menifee (City), in Riverside County, California. The project site is in the eastern portion of the City, approximately 2.5 miles east of Interstate 215 (I-215). Refer to Exhibit 1, Regional Location Map, and Exhibit 2, Local Vicinity Map.

   A. Total Project Area: 55.41 acres

Table 1: Land Use Summary

Land Use Type	Acres	Building Area (Square Feet)	No. of Lots	Projected Residents[1,2]
Residential Condo Lots	30.12	2,000 to 6,200 Lot Sizes	329	1,025
Residential Total	**30.12**	**839,300**	**Up to 329**	**1,025**
On-site Right-of-way Easement	12.45	–	–	–
Off-site Right-of-way	3.57	–	–	–
Right-of-way Total	**16.02**	–	–	–
Residential Pool Facility	0.37	16,400	–	–
Paseos/Parks	1.77	–	–	–
Slopes	0.66	–	–	–
Basins	1.56	–	–	–
Public Park	4.91	–	–	–
Open Space Total	**9.27**	–	–	–

Notes:
[1] Based on the US Census estimate of 3.12 persons per household for the City of Menifee.
[2] United States Census Bureau. 2022. QuickFacts: Menifee City, California. Website: https://www.census.gov/quickfacts/menifeecitycalifornia. Accessed February 2, 2024.

   B. Assessor's Parcel No.: APN 333-200-062
   C. Section 25, Township 5 South and Range 3 West of the San Bernardino Base and Meridian
   D. Longitude: 117°08'18.89"W Latitude: 33°42'16.12"N

5. **Project Applicant/Owners:** Meritage Homes, 5 Peters Canyon, Suite 310, Irvine, California 92606

   Representative: Johanna Crooker

6. **General Plan Designation**: 5.1-8 dwelling unit/acre (du/ac) Residential (5.1-8 R)[1]

   - Single-family attached and detached residences with a density range of 5 to 8 du/ac

7. **Existing Zoning:** Low Medium Density Residential (LMDR)[2]

   - Minimum lot size: 6,000 square feet
   - Minimum lot dimension: 40 feet by 80 feet
   - Minimum open space: 30 percent
   - Maximum building height: 40 feet[3]

8. **Description of Project:** The proposed Tract 38625 Salt Creek Project (proposed project) would include the construction of a residential subdivision on a 55.41-acre project site at the southwest corner of Briggs Road and Simpson Road in the City of Menifee. The proposed project would consist of up to 329 detached condo units.

   As part of the project, the applicant proposes to extend Briggs Road south of Simpson Road to its ultimate half-width section along the eastern property line. The proposed extension would include frontage improvements along the western edge of Briggs Road, including curb, gutter, sidewalk, and landscaping (Exhibit 3, Site Plan).

   The applicant proposes to utilize the provisions of Senate Bill (SB) 330, which aims to increase legal zoning for new housing within cities across the State by restricting downzoning to lower housing densities without proportionate upzoning to higher housing densities. Through SB 330, the application would propose to decrease the 6,000-square-foot minimum lot size and the minimum lot dimension (40 by 80 feet) of the LMDR zone, thereby allowing for additional density.

   A variety of dwelling unit lot sizes are proposed. Lots would range from approximately 2,000 square feet to 6,200 square feet. Access to these lots would be provided from the proposed public streets or shared driveways off the public streets. All of the proposed homes are 2-story structures with a total residential square footage (including garages and porches) of approximately 839,300 square feet.

   There would be a total of 9.27 acres of open space provided on the project site, including a 4.91-acre public park along the southern boundary of the project site adjacent to the Salt Creek Flood Channel (Exhibit 4, Conceptual Park Plan). The proposed park would provide future residents with walking trails with distance markers and benches, large open turf areas for play, play stations with equipment, a traditional play structure, tennis/pickleball combination courts, a restroom building, and an overhead shelter with picnic tables and a barbecue station. The park trails would be dispersed throughout the park and would be landscaped with drought-tolerant plants and shade trees. The proposed park's trail system would connect to the existing Olive Avenue trail network, which provides access to the Mahogany Creek Park and Trailway west of the project site. The proposed project would also include an 16,400-square-foot pool facility for use by homeowners of the community.

[1] City of Menifee. 2023. General Plan Land Use Map. Website: https://www.cityofmenifee.us/DocumentCenter/View/11043/General-Plan--Land-Use-Map--March-2020. Accessed February 2, 2024.

[2] City of Menifee. 2020. Zoning Map. Website: https://www.cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map-April-2020. Accessed February 2, 2024.

[3] City of Menifee. 2023. Menifee Development Code Title 9: Planning and Zoning. Website: https://online.encodeplus.com/regs/menifee-ca/doc-viewer.aspx?ajax=0&tocid=003.004.003.002#secid-1335. Accessed February 2, 2024.

The project site would have a total of 11.57 acres of landscaping and 15.07 acres of paved surfaces, not including sidewalks or paving within the paseo/parks or driveways. The 30 percent open space requirement would be met through the pool facility, paseos/parks, yards, and a public park.

Site Preparation/Phasing
The proposed project would import 343,000 cubic yards of soil during grading. Construction is anticipated to begin in January 2025, with an anticipated project completion date of May 2029.

Access, Circulation, and Parking
Vehicular access to the project site would be provided via three access points connecting to the internal circulation system. Vehicular access would include one access point on Simpson Road and two access points on the proposed extension of Briggs Road. On-site circulation would consist of several new two-lane roadways throughout the project site, as well as sidewalks and trails, as shown in Exhibit 3, Site Plan.

The proposed project would include on-street parking available on all public streets within the subdivision, in addition to private residential parking within garages.

Other Site Improvements and Amenities
The proposed project would include two water quality basins, one along Briggs Road on the eastern portion of the site, and one along the western portion of the project site. The proposed project would also include two outfalls into Salt Creek.

Infrastructure, Utilities, and Public Services
On-site infrastructure would include internal driveways, service utilities, and water quality basins. The project applicant has committed to all-electric development; as such, there would be no natural gas use from operation of the proposed project.

The following public services are available to the proposed project:

- Fire Protection Services (City of Menifee through contracts with the California Department of Forestry and Fire Protection [CAL FIRE] and the Riverside County Fire Department)
- Police Protection Services (City of Menifee Police Department)
- Public Schools (Romoland School District and Perris Union High School District)
- Library Services (Riverside County Library System)
- City Administrative Services (City of Menifee)

The following utilities/infrastructure systems and services are available to the proposed project:

- Water, Recycled Water, and Sewer (Eastern Municipal Water District [EMWD])
- Electricity (Southern California Edison [SCE])
- Natural Gas (Southern California Gas Company [SoCalGas])
- Telephone/Communications (AT&T/DirectTV)

9. Environmental Setting and Surrounding Land Uses:

The project site currently consists of relatively flat agricultural lands. The closest major water body is Diamond Valley Lake Reservoir, located approximately 4 miles to the southeast. Menifee Lakes, a gated private residential community with interlocking waterbodies, is located approximately 3,500 feet (0.66 mile) to the southwest, and Heritage Lake is located 3,145 feet (0.60 mile) to the northwest. Land uses in the surrounding area include agricultural lands, residential housing, and open space.

General Plan land use designations and zoning designations surrounding the project site are discussed in Table 2 (see also Exhibit 5, General Plan Land Use Map and Exhibit 6, Zoning Map).

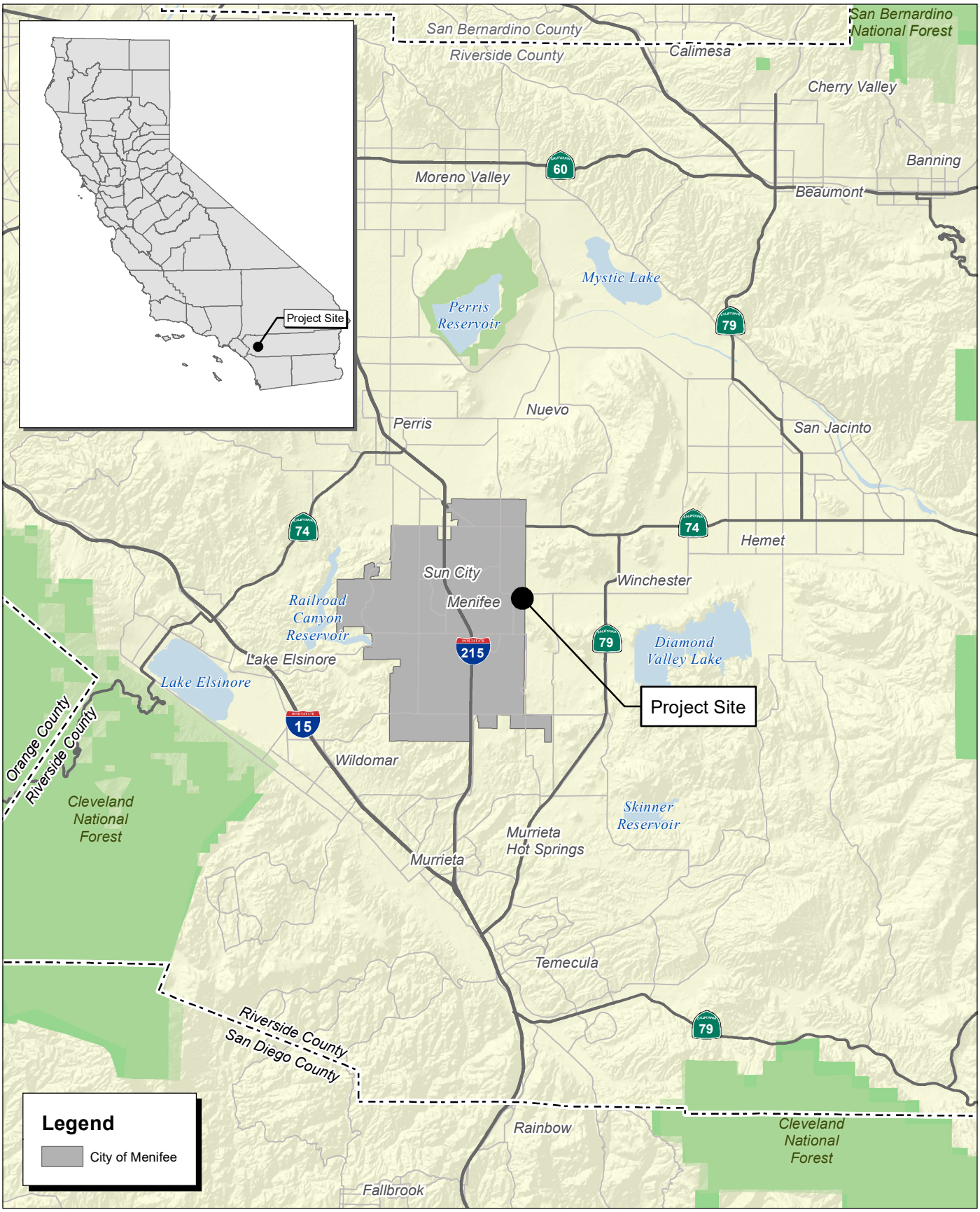
Table 2: Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	5.1-8 R	LMDR	Agriculture/Apiculture
North	Menifee Valley Ranch Specific Plan (SP)	Menifee Valley Ranch Specific Plan (SP)	Single-family Residential
South	Recreation (OS-R)	Open Space–Recreation (OS-R)	Riverside County Flood Control District; Salt Creek Channel
East	Unincorporated Riverside County	Unincorporated Riverside County	Agricultural
West	8.1-14 du/ac Residential (8.1-14 R); Menifee Village SP	Medium Density Residential (MDR); Menifee Village SP	Single-family Residential in the Mahogany Creek Development; Mahogany Creek Park and Trail Way
Sources: City of Menifee. 2023. General Plan Land Use Map. Website: https://www.cityofmenifee.us/DocumentCenter/View/11043/General-Plan—Land-Use-Map. Amended March 23. Accessed May 9, 2023. City of Menifee. 2023. Zoning Map. Website:https://www.cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map. Amended March 23. Accessed May 9, 2023.			

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 proposed project would likely include, but are not limited to, the following:

- Stormwater management and associated permitting consistent with the provisions of the Riverside County Flood Control and Water Conservation District
- Permitting required under the Clean Water Act Section 401 and the Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB) pursuant to requirements of the National Pollutant Discharge Elimination System (NPDES) Permit
- A Conditional Letter of Map Revision (CLOMR) from Federal Emergency Management Agency (FEMA)
- Permitting required by the South Coast Air Quality Management District (SCAQMD)



Source: Census 2000 Data, The California Spatial Information Library (CaSIL).

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Exhibit 1
Regional Location Map

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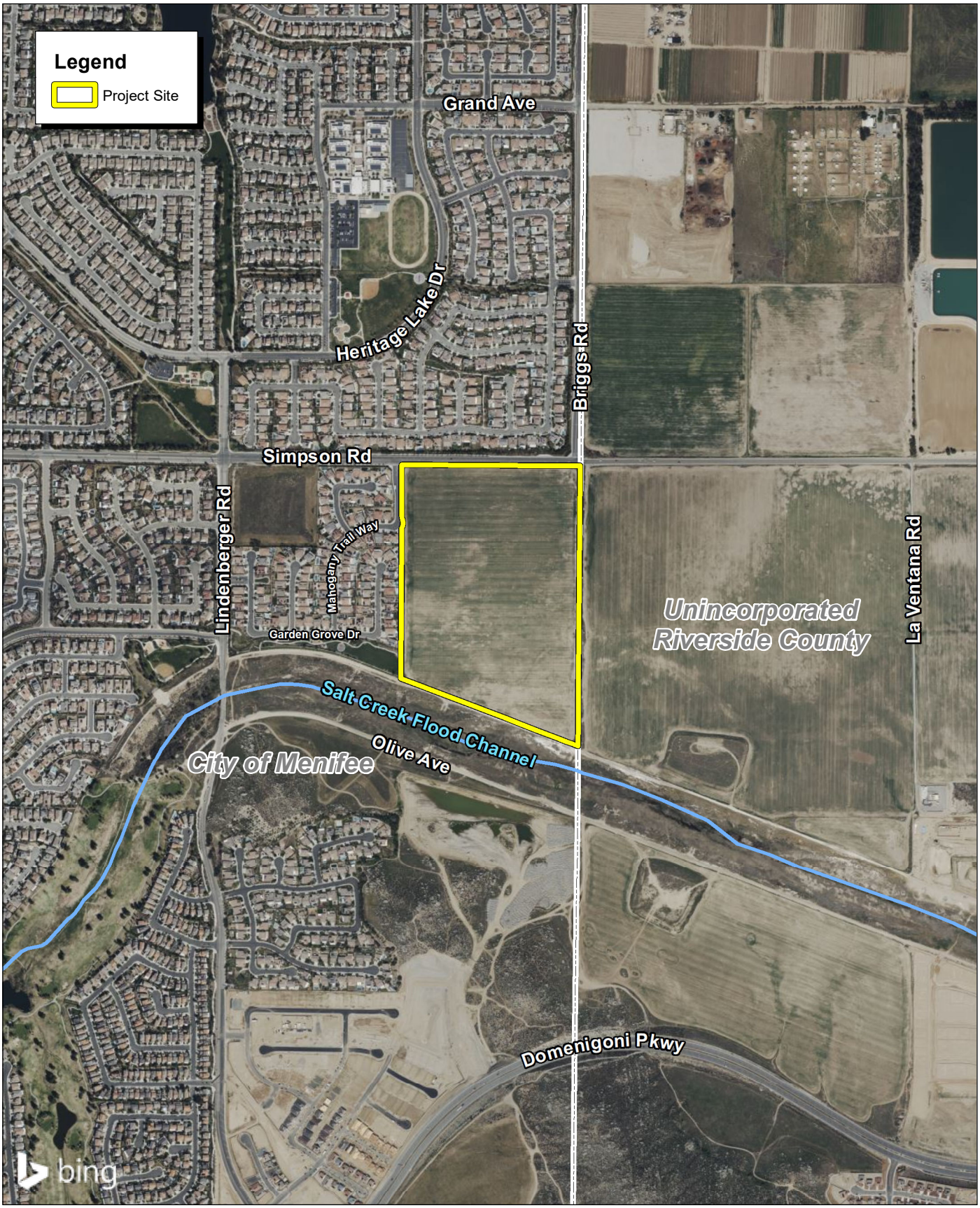

Source: Bing Aerial Imagery. County of Riverside.

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Exhibit 2
Local Vicinity Map

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Source: Kimley-Horn, 10/31/2023.

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Exhibit 3
Site Plan

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Source: Clark & Green Associates, 02/20/2024.

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Exhibit 4
Conceptual Park Plan

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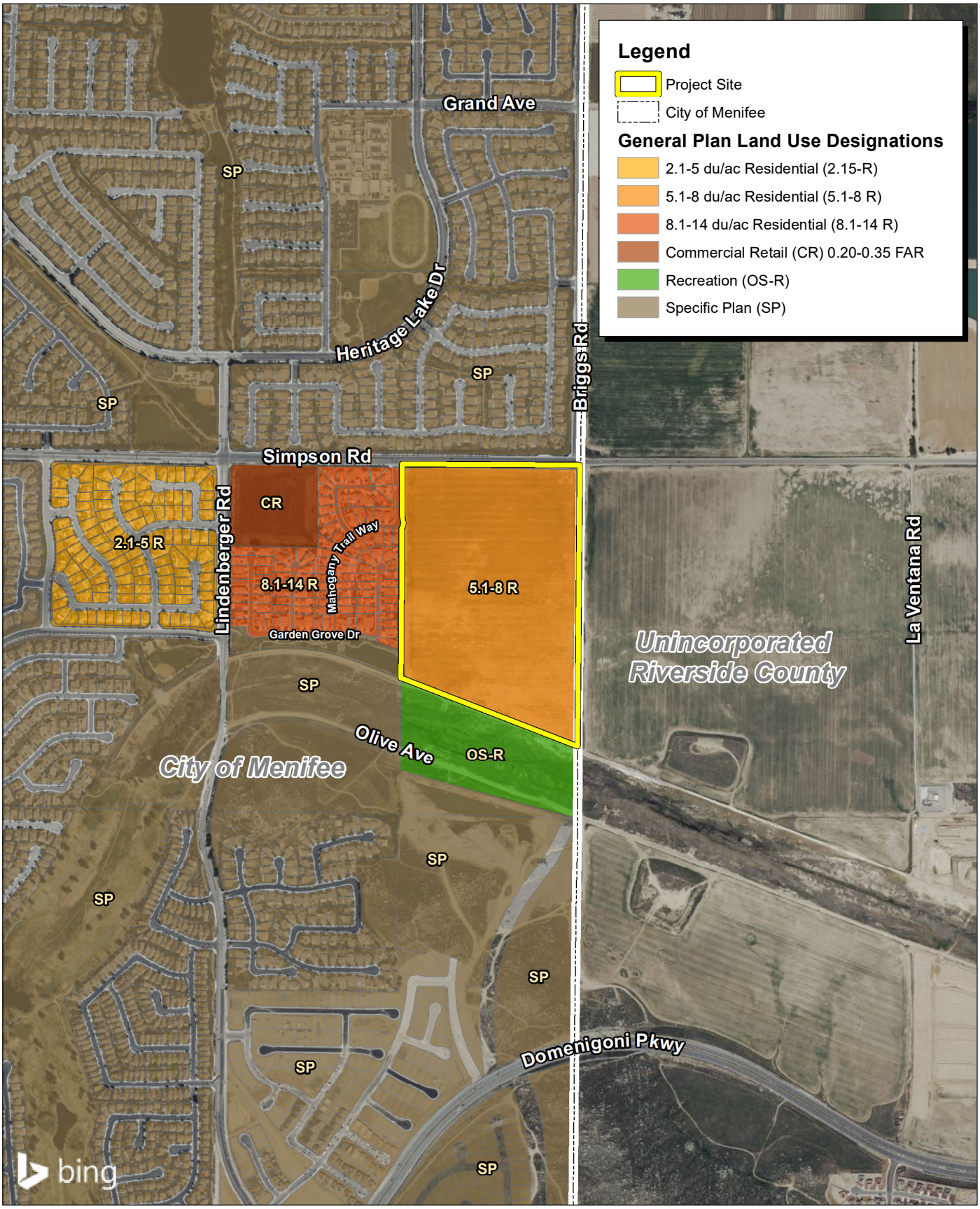

Source: Bing Aerial Imagery. City of Menifee, March 23, 2023.

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Exhibit 5
General Plan Land Use Map

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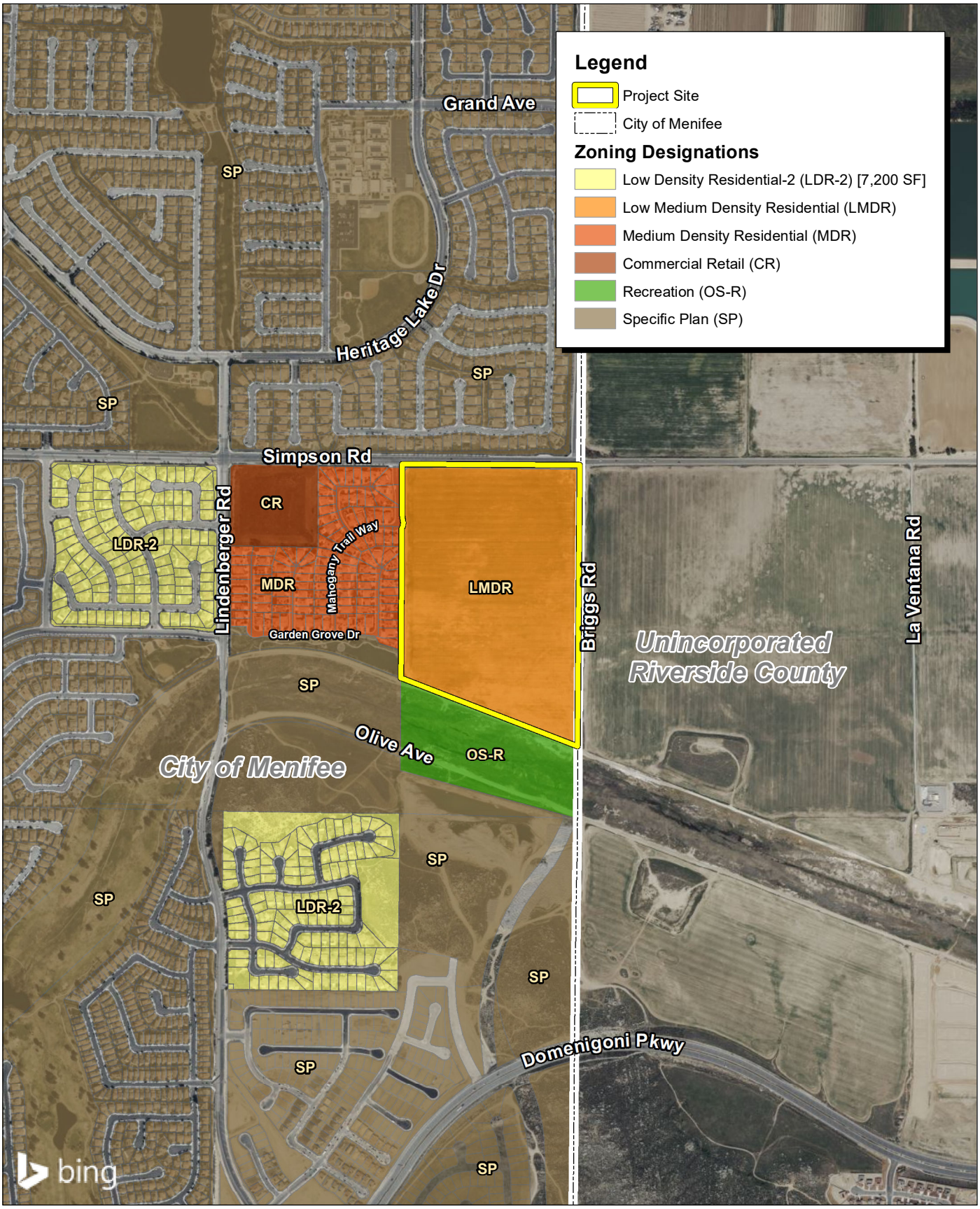

Source: Bing Aerial Imagery. City of Menifee, March 23, 2023.

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Exhibit 6
Zoning Map

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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 and Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation/Traffic
- ☐ 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 and 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 and 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 and 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 Brandon Cleary, Associate Planner

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 California Environmental Quality Act (CEQA) process, an effect has been adequately analyzed in an earlier EIR or negative declaration. State CEQA Guidelines 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.

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

Sources

Menifee General Plan Exhibit C-8, "Scenic Highways" and Sun City/Menifee Area Plan Figure 5, "Mt. Palomar Night Time Lighting Policy Area"; Menifee General Plan Draft EIR; State of California, Department of Transportation, California State Scenic Highway System Map; Riverside County Ordinance No. 655 (Regulating Light Pollution); City of Menifee Ordinance 2009-24 (Dark Sky) (Menifee Municipal Code [MMC] Chapter 6.01).

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.

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-3.5 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-3.10 Employ design strategies and building materials that evoke a sense of quality and permanence.

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

Policy CD-3.14 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-3.17 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-4.1 Create unifying streetscape elements for enhanced landscape streets, including coordinated streetlights, landscaping, public signage, street furniture, and hardscaping.

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-4.8 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.

Goal CD-5 Economic Development Corridors that are visually distinctive and vibrant and combine commercial, industrial, residential, civic, cultural, and recreational uses.

Policy CD-5.1 Provide comfortable pedestrian amenities-quality sitting areas, wide paths and shade-along with specialized and engaging design features, such as interesting fountains or public art, which draw and maintain people's attention, as appropriate based on the preferred mix of land uses for each EDC [Economic Development Corridor] subarea.

Policy CD-5.2 Include open space and/or recreational amenities in EDC areas to provide visual relief from development, form linkages to adjacent uses and other portions of the economic development corridor, and serve as buffers between uses, where necessary.

Goal CD-6 Attractive landscaping, lighting, and signage that conveys a positive image of the community.

Policy CD-6.3 Require property owners to maintain the existing landscape on developed nonresidential sites and replace unhealthy or dead landscaping.

Policy CD-6.4 Require that lighting and fixtures be integrated with the design and layout of a project and that they provide a desirable level of security and illumination.

Policy CD-6.5 Limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.

Policy CD-6.6 Encourage the incorporation of lighting into signage design when appropriate in order to minimize glare and light spillage while accentuating the design of the signage.

Policy CD-6.7 Integrate project signage into the architectural design and character of new buildings.

Analysis of Project Effect and Determination of Significance

Impact I.a.) No Impact. The City of Menifee lies within the San Jacinto Basin and encompasses numerous brush-covered hills and low mountains surrounded by a series of interconnected, broad, nearly flat-bottomed valleys.[4] For purposes of CEQA, a scenic vista can be defined as a viewpoint that provides expansive views of a highly valued landscape for the public's benefit. 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. The General Plan identifies several scenic resources that lie outside of the City's planning jurisdiction yet are critical to its overall visual character and provides scenic vistas for the community. The most notable views from the City 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. Canyon Lake Reservoir is adjacent to the City's western boundary and approximately 5.7 miles west of the project site.

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 project site is undeveloped and is bounded by Simpson Road to the north, single-family residences to the west, vacant land to the east, and the Salt Creek Flood Channel to the south. The proposed project includes 8.71-acres of open space, including an approximately 5-acre recreational park along the southern boundary of the project site adjacent to the Salt Creek Flood Channel. The project site is not located within nor does it comprise a portion of a scenic vista. As such, the proposed project would not introduce a new visual obstacle to an existing scenic vista. No impact would occur and no mitigation would be required.

Impact I.b) No Impact. There are no California Department of Transportation (Caltrans) Designated Scenic Highways within the City.[5] However, the proposed project is located approximately 2.1 miles east of I-215, which is an eligible County Scenic Highway, and 2.4 miles south of State Route (SR) 74, which is an eligible State Scenic Highway.[6] Because of the distance and intervening development, the site is not visible from these highways. Further, the project site is within a suburbanized area comprised of residential neighborhoods and vacant land, as well as surface street features, and does not contain significant trees, rock outcroppings, or historical buildings. Therefore, the proposed project would have no impact on scenic resources within a State Scenic Highway and no mitigation would be required.

Impact I.c) Less Than Significant Impact. The project site is located in an area of the City that is dominated by existing and planned residential development with pockets of open space and vacant land. According to CEQA Guidelines Section 15387, an urbanized area is a central city or group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 per square mile. Thus, the project site is considered to be an urbanized area. The proposed project would be consistent with surrounding residential developments and would not substantially degrade the existing visual character or quality of public views of the project site and its surroundings.

[4] City of Menifee. 2013. City of Menifee General Plan Draft EIR, 5.1 Aesthetics.
[5] California Department of Transportation (Caltrans). 2022. California State Scenic Highway System Map. Website: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed May 2, 2024.
[6] City of Menifee. 2013. Exhibit C-8: Scenic Highways. Website: https://www.cityofmenifee.us/DocumentCenter/View/1025/C-8-Scenic_Highways_HD0913?bidId=. Accessed May 2, 2024.

A proposed project may have a significant impact on the existing visual character or quality in an urbanized site if it would conflict with applicable zoning or other regulations. The proposed project would be consistent with the project site's current designation of 5.1-8 R and LMDR zoning. Furthermore, the proposed project would comply with applicable General Plan policies related to thoughtful, complementary design with the surrounding area, and the inclusion of aesthetically pleasing design elements, landscaping, and features.

Beyond complying with the applicable General Plan policies, the proposed project would comply the applicable ordinances listed in the MMC, which contains provisions that aim to minimize light and glare impacts of new development, including Chapter 6.01 (Dark Sky; Light Pollution), Chapter 9.290 (Wireless Communication Facilities), and Chapter 11.20 (Administrative Nuisance Abatement). As such, the proposed project would have a less than significant impact with regard to conflicts with applicable zoning and regulations governing scenic quality and no mitigation would be required.

Impact I.d) Less Than Significant Impact. Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused by 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). Existing outdoor lighting at and near the project site is associated with commercial/retail, public/institutional, and street lighting typical of suburban areas. The proposed project would generate lighting from two primary sources: lighting from building interiors that would pass through windows, and lighting from exterior sources (e.g., street lighting, vehicles, security lighting, and landscape lighting). Lighting associated with the proposed project would not be directed toward adjacent properties across Simpson Road or toward the residential homes adjacent to the west.

MMC Chapter 6.01 (Dark Sky; Light Pollution) identifies low-pressure sodium lamps as the preferred illuminating source and requires 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 1 acre would 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 (MMC § 6.01.040). The proposed project would be conditioned such that, prior to the issuance of building permits, all new construction which introduces light sources would be required to have shielding or other light pollution limiting characteristics such as hood or lumen restrictions consistent with MMC Chapter 6.01. Furthermore, the proposed project would comply with applicable General Plan Community Design policies pertaining to lighting, signage, and landscaping, as well as the current California Green Building Standards Code (CALGreen) (California Code of Regulations [CCR] Title 24 Part 11). Therefore, the proposed project would have a less than significant impact with regard to light and glare and their impact on day or nighttime views and no mitigation would be required.

Mitigation Measures

No mitigation is required.

II. AGRICULTURE AND FOREST RESOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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:**				
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 nonagricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined in Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Sources

Menifee General Plan, California Department of Conservation's California Important Farmland Finder; Land Evaluation and Site Assessment (LESA) Model Salt Creek Project, FirstCarbon Solutions (FCS), September 7, 2023 (**Appendix A**).

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

Impact II.a) Less Than Significant Impact. The project site is located at the southwest corner of Briggs Road and Simpson Road and contains cultivated agricultural land used for growing hay and apiculture. Scrub vegetation is located along the Simpson Road frontage. The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) maps the site as containing Prime Farmland (14.86 acres); Unique Farmland (1.61 acres); Farmland of Statewide Importance (37.55 acres); and Urban and Built-Up Land (1.59 acres).[7] The FMMP classifies farmland based on agricultural productivity characteristics as follows.

- Prime Farmland: Land with the best combination of physical and chemical features able to sustain the long-term production of agricultural crops. These lands have the soil quality, growing season, and moisture supply needed to produce sustained high yields.
- Unique Farmland: Land of lesser-quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but it may include non-irrigated orchards or vineyards, as are found in some climatic zones in California.
- Farmland of Statewide Importance: Land similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to hold and store moisture.
- Farmland of Local Importance: Land of importance in the local agricultural economy, as determined by each county's Board of Supervisors and a local advisory committee.

The City's determination of whether the conversion of agricultural land is significant depends on the results of the LESA Model. The LESA Model assigns points based on the type of soils that comprise the site and the proportion of the site that is underlain by each type of soil. The majority of the site (71 percent) is underlain by Class III or IV soils, which are non-prime soils. The total Land Capability Class (LCC) score is 70.25.

The Storie Index is a quantitative rating of the agricultural value of the soils (0 to 100). The higher the score, the better the soil. Each soils' proportion of the project site is multiplied against its Storie Index value. From there, the values are summed, which yields the overall Storie Index. In this case, the overall Storie Index score is 42.4.

The project site consists of 16.43 acres of LCC I and II soils; 37.58 acres of LCC III soils; and 1.6 acres of LCC VI soils (Exhibit 2). For project size, the LESA Model assigns 30 points for sites that contain 10 to 20 acres of LCC I and II soils; 30 points for sites that contain 20 to 39 acres of LCC III soils; and 0 points for sites with less than 40 acres of LCC VI soils. The LESA Model instructs that the highest score should be selected, which in this case is 30. The overall project size score is therefore 30.

The LESA Model scores water availability based on whether irrigated production is feasible and whether there are physical or economic restrictions. These factors are considered for both drought and non-drought years. It is assumed that groundwater is the primary source of irrigation water. Moreover, there are no

[7] California Department of Conservation. 2016. California Important Farmland Finder. Website: https://map.conservation.ca.gov/DLRP/CIFF/. Accessed May 2, 2024.

irrigation canals or other indications of surface water delivery in the project vicinity. Thus, it was conservatively assumed that the project site has access to groundwater with no physical or economic restrictions during non-drought years and only physical restrictions in drought years. The water availability score is 85.

The LESA Model assigns points when Important Farmland accounts for 40 percent or more of surrounding land uses (Important Farmland includes Prime Farmland, Farmland of Statewide Importance, and Unique Farmland).

Properties within 0.25 mile of the project site total 560.40 acres. There are 9.95 acres of Prime Farmland; 37.69 acres of Unique Farmland; 133.49 acres of Farmland of Statewide Importance; 201.37 acres of Farmland of Local Importance; 130 acres of Urban and Built-Up Land; and 47.90 acres of Other Land. Only Prime Farmland, Unique Farmland, and Farmland of Statewide Importance fall under the Important Farmland Umbrella, which total 181.13 acres or 32.3 percent of the total surrounding acreage.

Because less than 40 percent of the land within 0.25 mile of the project site is classified as Important Farmland, the surrounding agricultural land score is 0.

The LESA Model assigns points when Protected Resource Lands account for 40 percent or more of surrounding land uses. Protected resource lands are those with active Williamson Act Contracts for which Notices of Nonrenewal have not been filed. There are no active Williamson Act Contracts within the Zone of Influence. The Protected Resource Lands score is therefore 0.

When the weighting factors are applied, the project site yields a LESA Model score of 45.4. For projects that score between 40 and 59 points, LESA Model significance criteria indicate that a significant impact would occur if both the LESA sub-scores are 20 points or more. In this case, and as shown in **Appendix A**, the Land Evaluation sub-score is 28.2 and the Site Assessment sub-score is 17.3. Therefore, the proposed project's conversion of agricultural land to nonagricultural use is considered less than significant for the purposes of CEQA and no mitigation would be required.

Impacts II.b-c) No Impact. The project site is zoned LMDR, which is not an agricultural zoning. According to the General Plan EIR, all Williamson Act Contracts in the City went into nonrenewal status in 2007 and have since expired as of January 1, 2017. Therefore, the project site is not subject to a Williamson Act Contract and does not contain forest land or timberland. These conditions preclude the potential for new impacts associated with rezoning of forest land or timberland or conflicts with existing Williamson Act Contracts. Therefore, no impacts would occur and no mitigation would be required.

Impact II.d) No Impact. The project site and surrounding properties are not currently being managed or used for forest land; therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use and no mitigation would be required.

Impact II.e) Less Than Significant Impact. As previously analyzed in Impact II.a), the project site yields a LESA Model score of 45.4. For projects that score between 40 and 59 points, LESA Model significance criteria indicate that a significant impact would occur if both the LESA sub-scores are 20 points or greater. In this case, and as shown in **Appendix A**, the Land Evaluation sub-score is 28.2 and the Site Assessment sub-score is 17.3. Therefore, the proposed project's conversion of agricultural land to nonagricultural use is considered less than significant for the purposes of CEQA and no mitigation would be required.

Mitigation Measures

No mitigation is required.

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

Sources

Air Quality, Energy, and Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis (reference as Air Quality Report herein) provided by Vista Environmental dated September 2023. See **Appendix B**.

Federal, State, and Regional Standards

Appendix B (Table B) presents the federal and State ambient air quality standards. **Appendix B** (Table P) shows the maximum daily regional construction and operations emissions thresholds for nitrogen oxides (NO_x), volatile organic compound (VOC), particles that are less than 10 micrometers in diameter (PM_{10}), particles that are less than 2.5 micrometers in diameter ($PM_{2.5}$), sulfur oxides (SO_x), carbon monoxide (CO), and lead (Pb). **Appendix B** (Tables R) shows the maximum daily localized construction and operational emissions thresholds for NO_x, CO, PM_{10}, and $PM_{2.5}$.

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:

Impact III.a) Less Than Significant Impact with Mitigation Incorporated. The project site is located within the South Coast Air Basin (SoCAB), which spans over 10,743 square miles and four counties (portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County). SCAQMD is the air quality district with jurisdiction in the SoCAB. The SCAQMD is principally responsible for air pollution control and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as State and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet State and federal ambient air quality standards.

SCAQMD is directly responsible for reducing emissions from stationary and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs). The 2022 AQMP was adopted by the California Air Resource Board (ARB) on January 26, 2023, and has been submitted to the United States Environmental Protection Agency (EPA) for final approval. The emission reduction measures include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. The 2022 AQMP incorporates scientific and technological information and planning assumptions, including the latest Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which supports the integration of land use and transportation to help the region meet the federal Clean Air Act requirements. The proposed project's consistency with the 2022 AQMP is determined by following the criteria defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). These indicators are discussed below:

Consistency Criterion No. 1
The proposed project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations that Consistency Criterion No. 1 refers to are the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if regional or localized significance thresholds identified by the SCAQMD are exceeded. As summarized below in Impact III.b) and detailed in the Air Quality Report (**Appendix B**), estimated construction and operational emissions generated by the proposed project would not exceed the applicable thresholds with implementation of Mitigation Measure (MM) AIR-1 and MM AIR-2 to reduce construction-related local air impacts to less than significant levels. Implementation of these mitigation measures aims to control fugitive dust and limit off-road vehicle usage during construction. No mitigation measures were required to reduce impacts from project emissions generated during operations to less than significant levels. Considering that the proposed project would not exceed any applicable threshold after incorporation of mitigation, the proposed project would not result in an inconsistency with the SCAQMD AQMP. The impact under Consistency Criterion No. 1 would be less than significant after incorporation of MM AIR-1 and MM AIR-2.

Consistency Criterion No. 2
The proposed project would not exceed the assumptions in the AQMP based on the years of project buildout phase.

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The AQMP is developed through the planning forecasts provided in the RTP/SCS (Connect SoCal) and *2019 Federal Transportation*

Improvement Program (2019 FTIP). The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and State requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with State and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the City of Menifee General Plan's Land Use Plan defines the assumptions that are represented in AQMP.

The project site is currently designated as Residential (5.1–8 dwelling units per acre) in the General Plan Land Use Plan. The proposed project consists of the development of up to 329 detached condos on the portion of the project site that is designated as Residential and would develop a City Park on the portion of the project site adjacent to Salt Creek Channel which already has a Recreation (OS-R) designation. As such, the proposed project is consistent with the current land use designation and is therefore consistent with the AQMP assumptions.

AQMP Consistency Conclusion
With implementation of MM AIR-1 and MM AIR-2, the proposed project would not result in an inconsistency with the SCAQMD AQMP nor exceed any applicable regional or local thresholds. Therefore, a less than significant impact would occur in relation to implementation of the AQMP with mitigation incorporated.

Impact III.b) Less Than Significant Impact with Mitigation Incorporated. 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 projected air quality violations.

The construction activities for the proposed project are anticipated to include site preparation and grading of up to 51.2 acres of the 55.4 gross acre project site, building construction of up to 329 detached condo units, paving of the on-site roads, sidewalks and hardscapes and extension of Briggs Road along the eastern edge of the project site, and application of architectural coatings.

Impacts from construction and operations of the project are assessed separately below. SCAQMD CEQA Guidelines set forth both regional and localized thresholds for criteria pollutants, which are discussed in the following analysis.

CONSTRUCTION IMPACTS
The California Emissions Estimator Model (CalEEMod) model has been utilized to calculate the construction-related emissions from the proposed project. The daily construction-related criteria pollutant emissions from the proposed project by season and year of construction activities are shown below. It should be noted that the year 2029 construction emissions include the construction phases of building construction, paving, and architectural coating activities occurring concurrently in order to provide a conservative analysis. The input parameters utilized in this analysis and full CalEEMod outputs are included in the Air Quality Report (**Appendix B**).

Table 3: Construction-related Criteria Pollutant Emissions Prior to Mitigation

Season and Year of Construction	Maximum Daily Pollutant Emissions (pounds/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Daily Summer Maximum						
2025	3.87	53.7	35.5	0.19	12.9	4.51
2026	1.60	11.5	21.8	0.03	2.25	0.81
2027	1.53	10.9	21.2	0.03	2.21	0.77

Season and Year of Construction	Maximum Daily Pollutant Emissions (pounds/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2028	1.47	10.4	20.6	0.03	2.17	0.74
2029	74.9	17.3	33.4	0.05	2.90	1.07
Daily Winter Maximum						
2025	5.91	74.2	50.5	0.22	17.5	7.21
2026	1.57	11.6	19.8	0.03	2.25	0.81
2027	1.50	11.0	19.3	0.03	2.21	0.77
2028	1.45	10.5	18.8	0.03	2.17	0.74
2029	74.8	17.4	31.1	0.05	2.90	1.07
Maximum Daily Construction Emissions	**74.9**	**74.2**	**50.5**	**0.22**	**17.5**	**7.21**
SCQAMD Regional Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Regional Thresholds?	No	No	No	No	No	No
SCAQMD Local Thresholds[1]	**–**	**270**	**1,577**	**–**	**13**	**8**
Exceeds Local Thresholds?	No	No	No	No	**Yes**	No

Notes:
[1] The nearest sensitive receptors to the project site are single-family homes located as near as 12 feet (4 meters) west of the project site. According to South Coast Air Quality Management District (SCAQMD) methodology, all receptors closer than 25 meters are based on the 25-meter threshold. Calculated from SCAQMD's Mass Rate Lookup Tables for 5 acres in Air Monitoring Area 24, Perris Valley.
Source: Appendix B.

Table 3 shows that the none of the criteria pollutants would exceed the SCAQMD regional thresholds. However, Table 3 shows that PM_{10} would exceed the SCAQMD Localized Significance Threshold (LST), which would be considered a potentially significant impact. Therefore, MM AIR-1 (also known as SCAQMD Rule 403 Fugitive Dust) and MM AIR-2 are required to mitigate the PM_{10} emissions below the LST. The criteria pollutant calculations with mitigation are shown below.

Table 4: Mitigated Construction-related Criteria Pollutant Emissions

Season and Year of Construction	Maximum Daily Pollutant Emissions (pounds/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Daily Summer Maximum						
2025	1.20	26.8	42.3	0.19	9.27	3.10
2026	0.99	4.72	23.9	0.03	1.98	0.56
2027	0.95	4.58	23.2	0.03	1.97	0.56
2028	0.93	4.49	22.6	0.03	1.96	0.55
2029	74.0	7.57	36.1	0.05	2.56	0.76
Daily Winter Maximum						

Season and Year of Construction	Maximum Daily Pollutant Emissions (pounds/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2025	1.27	27.8	55.4	0.22	12.8	4.89
2026	0.96	4.82	21.8	0.03	1.98	0.56
2027	0.93	4.68	21.3	0.03	1.97	0.56
2028	0.90	4.59	20.8	0.03	1.96	0.55
2029	73.9	7.68	33.8	0.05	2.56	0.76
Maximum Daily Construction Emissions After Incorporation of Mitigation[1]	**74.0**	**27.8**	**55.4**	**0.22**	**12.8**	**4.89**
SCQAMD Regional Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Regional Thresholds?	No	No	No	No	No	No
SCAQMD Local Thresholds[2]	**–**	**270**	**1,577**	**–**	**13**	**8**
Exceeds Local Thresholds?	No	No	No	No	No	No

Notes:
[1] These emission estimates include incorporation of Mitigation Measure (MM) AIR-1 and MM AIR-2. The unmitigated scenario is provided in Table 3.
[2] The nearest sensitive receptors to the project site are single-family homes located as near as 12 feet (4 meters) west of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold. Calculated from SCAQMD's Mass Rate Lookup Tables for 5 acres in Air Monitoring Area 24, Perris Valley.
Source: Appendix B.

The results show that with implementation of MM AIR-1 and MM AIR-2, the construction-related PM_{10} emissions would be reduced to below the SCAQMD LST of 13 pounds per day. Therefore, with implementation of MM AIR-1 and MM AIR-2, a less than significant local air quality impact would occur from construction of the proposed project.

LONG-TERM OPERATIONS

Long-term project operations would result in a long-term increase in air quality emissions. Increased emissions would be due to project-generated vehicle trips and on-going use of the proposed project. The following is an analysis of potential long-term operational air quality impacts.

Operational Regional Impacts
Operational activities associated with the proposed project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions

Area Sources. Area sources include emissions from consumer products, landscape maintenance equipment, and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

Energy Sources. Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the project area are located either outside the region (State) or offset through the use of pollution credits (RECLAIM) for generation within the SoCAB, criteria pollutant emissions from off-site generation of electricity are generally excluded from the evaluation of significance and only natural gas use is considered.

Mobile Sources. Project-related operational emissions derive predominantly from mobile sources. In this regard, approximately 96 percent (by weight) of all project operational emissions would be generated by mobile sources (vehicles). Neither the project applicant nor the City has any regulatory control over these tail pipe emissions. Rather, vehicle tail pipe source emissions are regulated by the ARB and EPA. As a result of ARB and EPA regulations, basin-wide vehicular-source emissions have been reduced dramatically over the past years and are expected to further decline as clean vehicle and fuel technologies improve.

The operations-related regional criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod model and the input parameters utilized in this analysis have been detailed in **Appendix B**. The worst-case summer or winter VOC, NO_X, CO, SO_2, PM_{10}, and PM2.5 daily emissions created from the proposed project's long-term operations have been calculated and are summarized below in Table 5 and the CalEEMod daily emissions printouts are shown in Air Quality Report.

Table 5: Operational Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	8.95	5.15	75.3	0.17	17.4	4.44
Area Sources	21.2	0.18	18.8	<0.01	0.01	0.01
Energy Usage	0	0	0	0	0	0
Total Emissions	**30.15**	**5.33**	**94.10**	**0.17**	**17.41**	**4.45**
SCQAMD Regional Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Mobile sources consist of emissions from vehicles and road dust.
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from natural gas usage. The proposed project would be all-electric, as such no energy usage emissions would be created from the proposed project.
Source: Calculated from California Emissions Estimator Model (CalEEMod) Version 2022.1.

The data provided in Table 5 shows that none of the operational criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Operational Local Impacts

Project-related air emissions from on-site sources such as architectural coatings, and landscaping equipment may have the potential to create emissions areas that exceed the State and federal air quality

standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact.

The local air quality emissions from on-site operations were analyzed using the LST Lookup Tables and the methodology described in LST Methodology. The Lookup Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ from the proposed project could result in a significant impact to the local air quality. Table 4 shows the on-site emissions from the CalEEMod model that includes area sources, energy usage, and vehicles operating in the immediate vicinity of the project site and the calculated emissions thresholds. The data provided in Table 6 shows that the ongoing operations of the proposed project would not exceed the local NO_X, CO, PM_{10} and $PM_{2.5}$ thresholds of significance. Therefore, the ongoing operations of the proposed project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

Table 6: Operational Local Criteria Pollutant Emissions

On-site Emission Source	Pollutant Emissions (pounds/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	0.16	2.29	0.53	0.13
Area Sources	0.18	18.80	0.01	0.01
Energy Usage	0	0	0	0
Total Emissions	**0.34**	**21.09**	**0.54**	**0.14**
SCAQMD Local Operational Thresholds[1]	**270**	**1,577**	**4**	**2**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Mobile sources consist of emissions from vehicles and road dust and were calculated based on 3 percent of the mobile source emissions, in order to account for the on-road emissions that occur within 0.25 mile of the project site and based on an average trip length of 8.22 miles.
[2] Area sources consist of emissions from consumer products, architectural coatings and landscaping equipment.
[3] Energy usage consist of emissions from natural gas usage. The proposed project would be all-electric, as such no energy usage emissions would be created from the proposed project.
[4] The nearest off-site sensitive receptors to the project site are single-family homes located as near as 12 feet (4 meters) west of the project site. According to South Coast Air Quality Management District (SCAQMD) methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Lookup Tables for 5 acres in Air Monitoring Area 24, Perris Valley.

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts.

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the State have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles

during the peak morning and afternoon periods and did not predict a violation of CO standards.[8] Since the nearby intersections to the proposed project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspot are anticipated to be created from the proposed project and no CO Hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the ongoing operation of the proposed project.

Cumulative Impacts
Therefore, with implementation of MM AIR-1 and MM AIR-2, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant.

Impact III.c) Less Than Significant Impact with Mitigation Incorporated. The potential impact of project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors.

The nearest sensitive receptors to the project site are residents at the single-family homes on the west side of the project site, located as near as 12 feet west of the project site. There are also single-family homes on the north side of Simpson Road that are located as near as 120 feet north of the project site. The nearest K-12 school is Ethan Chase Middle School that is located 1,460 feet north of the project site.

The construction and operational health risk assessments were discussed in the Air Quality Report, which is included as **Appendix B**.

Construction-related Sensitive Receptor Impacts

Local Criteria Pollutant Impacts from Construction
As shown in Impact III.b) above, during project construction PM_{10} would exceed the SCAQMD LST. With implementation of MM AIR-1 and MM AIR-2, the PM_{10} emissions would be reduced to below the SCAQMD LST. Therefore, with implementation of MM AIR-1 and MM AIR-2, construction of the proposed project would have a less than significant construction-related impact to local air quality.

Toxic Air Contaminants Impacts from Construction
Construction activities associated with the proposed project would generate diesel particulate matter (DPM) emissions, which is a toxic air contaminant (TAC), from diesel truck trips to the project site as well as from off-road diesel-powered equipment. The DPM impacts to the nearby sensitive receptors have been analyzed through use of the American Meteorological Society/EPA Regulatory Model (AERMOD) and the input parameters detailed in the Air Quality Report. Health risks from the DPM are twofold. First, TACs are carcinogens according to the State of California. Second, short-term acute and long-term chronic exposure to TACs can cause health effects to the respiratory system. The analyses show that with implementation of MM AIR-2, the cancer risk at the maximally impact receptor would be 6.4 risks per million, which is less than the threshold of 10. Therefore, a less than significant DPM cancer risk impact would occur from project construction. The modeling assumptions and outputs are included in **Appendix B**.

Non-Cancer Risks
In addition to the cancer risk from exposure to TAC emissions there is also the potential TAC exposure may result in adverse health impacts from chronic illnesses. According to the California Office of

[8] The four intersections analyzed by the South Coast Air Quality Management District (SCAQMD) were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning and LOS F in the evening peak-hour.

Environmental Health Hazard Assessment (OEHHA), no acute risk has been found from DPM, so there is no acute Reference Exposure Level (REL) assigned to DPM and no further analysis is provided.

Chronic Health Impacts
Chronic health effects are characterized by prolonged or repeated exposure to a TAC over many days, months, or years. Symptoms from chronic health impacts may not be immediately apparent and are often irreversible. The chronic hazard index is based on the most impacted sensitive receptor from the proposed project and is calculated from the annual average concentrations of $PM_{2.5}$. As the Air Quality Report shows, the project construction would result in 0.0268 Chronic Hazard Index for the maximally impacted receptor, which would not exceed the threshold of 1.0. Therefore, the proposed project would result in a less than significant impact related to the non-cancer chronic health risk from TAC emissions from project construction.

Local CO Hotspot Impacts from Project-Generated Vehicle Trips
CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. The analysis shows that no local CO hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the proposed project. Therefore, operation of the proposed project would result in a less than significant exposure of off-site sensitive receptors to substantial pollutant concentrations.

Operational Sensitive Receptor Impacts

The ongoing operations of the proposed project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analyzes the vehicular CO emissions. Local criteria pollutant impacts from on-site operations, and TAC impacts.

Local Criteria Pollutant Impacts from On-site Operations
The local air quality impacts from the operation of the proposed project would occur from on-site sources such as architectural coatings, landscaping equipment, and on-site usage of natural gas appliances. The analysis found that the operation of the proposed project would not exceed the local NO_X, CO, PM_{10} and $PM_{2.5}$ thresholds of significance. Therefore, the ongoing operations of the proposed project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

Operations-related Toxic Air Contaminant Impacts
Particulate matter from diesel exhaust is the predominant TAC in most areas and according to *The California Almanac of Emissions and Air Quality 2013 Edition*, prepared by ARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. Specifically, the ARB's Air Quality and Land Use Handbook (2005) provides guidance on levels of activity that could result in a potential impact:

> *Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or where TRU unit operations exceed 300 hours per week).*

The proposed project is residential in nature and would primarily generate trips from passenger vehicles. Because of the nominal number of diesel truck trips that are anticipated to be generated by the ongoing operation of the proposed single-family homes, the proposed project is not anticipated to result in substantial amount of particulate matter from diesel exhaust during project operations. Considering this

information, a less than significant TAC impact would be created from the ongoing operations of the proposed project and no mitigation would be required.

As discussed above, the project construction and operation would have less than significant impacts in terms of sensitive receptor exposure with the implementation of MM AIR-1 and MM AIR-2.

Impact III.d) Less Than Significant Impact. The potential for the project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant.

The proposed project would involve the development of residences whose operations could lead to odors from associated laundry cleaning, vehicle exhaust, outdoor cooking, and waste disposal. However, such odors generated by project operation would be small in quantity and duration and would not pose an objectionable odor impact to future and existing receptors. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations, i.e., Chapter 6.30 – Collection of Solid Waste and Recycling. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the project construction and operations would be less than significant and no mitigation is required.

Mitigation Measures

MM AIR-1 The project applicant shall require the construction contractor to water all unpaved construction roads a minimum of two times per day during construction activities and to limit the speed on all unpaved construction roads to 15 miles per hour or less for the duration that unpaved construction roads exist on the project site. Additionally, the proposed project would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, Fugitive Dust.

MM AIR-2 The project applicant shall require the construction contractor only utilize off-road equipment on the project site that has been registered with the California Air Resources Board (ARB) and all off-road equipment that is greater than 50 horsepower shall meet the United States Environmental Protection Agency (EPA) Tier 4 Final emission standards. A letter from the applicant stating these requirements will be met shall be sent to the Community Development Department.

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

Sources

City of Menifee. 2021. City of Menifee General Plan; City of Menifee. 2013. City of Menifee General Plan Draft EIR; Riverside County Transportation and Land Management Agency. 2003. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP); ELMT Consulting, Inc. 2022. Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis (Included in **Appendix C**).

Applicable General Plan Policies

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

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

Impact IV.a): Less than Significant Impact with Mitigation Incorporated.

Sensitive Species

The project site and adjacent biological resources, including downstream water bodies, are considered a part of the overall Project Study Area (Study Area). According to the California Natural Diversity Database (CNDDB) and the California Native Plant Society (CNPS), 66 special-status plant species and 42 special-status wildlife species have been recorded in the *Romoland, California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map and eight surrounding quadrangle search area of the CNDDB, CNPS Electronic Inventory (CNPSEI), and Information for Planning and Consultation (IPaC) query results (**Appendix C**, Table 1, Table 2). [9,10,11] Table 1 and Table 2 in **Appendix C** includes the species' status, required habitat, and a summary analysis of the potential for each species to occur on the project site. The potential for occurrence of a species was based on current biological conditions on the project site and presence of suitable habitats, soil types, and proximity and number of occurrences

[9] California Department of Fish and Wildlife (CDFW). 2023. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed May 3, 2024.

[10] California Department of Fish and Wildlife (CDFW). 2023. Biogeographic Information and Observation System (BIOS 6). Website: https://wildlife.ca.gov/Data/BIOS. Accessed May 3, 2024.

[11] California Native Plant Society (CNPS). 2023. California Native Plant Society Rare and Endangered Plant Inventory. Website: http://www.rareplants.cnps.org/. Accessed February 2, 2024

recorded in the CNDDB.[12,13,14] Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the project site does not have potential to support any of the special-status plant or wildlife species known to occur in the vicinity and all are presumed absent due to the lack of native and/or suitable habitats and presence of historical and repeated on-site disturbances.

Special-status Plant Species

According to the CNDDB and the CNPS, 66 plant species are listed as State and/or federal Threatened, Endangered, or Candidate species. Special-status plant species have no to low potential to occur on-site. Intensive agricultural land uses and associated previous surface disturbances evident throughout the project site have eliminated the possibility for persistence and occurrence of populations of special-status plant species. The project site consists predominantly of agricultural fields and has been previously subjected to significant surface disturbances, including repeated planting, harvesting, and disking or grubbing during weed abatement activities (Exhibit 7). The project site is surrounded by urbanized development to the west and north, more agricultural fields to the east and riparian habitat to the south that is separated from the project site by roads and disturbed, weedy, rural areas (Exhibit 8). Because of the conditions on and adjacent to the project site, all special-status plants that occur in the region were assessed as having no potential for occurrence (**Appendix C**, Table 1). Although the Study Area does not contain graceful tarplant (*Holocarpha virgata ssp. Elongata)*, in cooperation with the Wildlife Agencies (Comment letter FWS/CDFW-WRIV-2024-0107363), this document will analyze this species as if it were present.

Graceful Tarplant

As previously discussed, this document will analyze graceful tarplant as if it were present. Project development has potential to impact graceful tarplant within the Study Area. Permanent impacts to 0.07 acre of PQP land and graceful tarplant would be mitigated through the purchase of 6 pounds of graceful tarplant seeds that will be provided to Riverpark Mitigation bank to establish a population of graceful tarplant on 3 acres of alkali meadow on Riverpark property (MM BIO-1).

Special-status Wildlife Species

According to CNDDB, 42 wildlife species are listed as State and/or federal Threatened, Endangered, or Candidate species (**Appendix C**, Table 2).[15,16,17] The project site consists predominantly of agricultural fields and has been previously subjected to significant surface disturbances. Most species with records in the project vicinity were assessed as having no or low potential to occur because the project site is outside of the known distributional range of the species or because the project site does not support suitable habitat. These species are not discussed further. The following species were assessed as having moderate potential to occur on or adjacent to the project site. These species are discussed further below.

Western Spadefoot

Western spadefoot is an Anuran amphibian in the family Pelobatidae. This species prefers open areas with sandy or gravelly soils in a variety of habitats including mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Western spadefoot breed in seasonally ephemeral pools of water that do not contain bullfrogs, fish, or crayfish. Breeding sites include vernal pools and other temporary rain pools, cattle tanks, and

[12] California Department of Fish and Wildlife (CDFW). 2023. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed May 3, 2024.

[13] California Native Plant Society (CNPS). 2023. California Native Plant Society Rare and Endangered Plant Inventory. Website: http://www.rareplants.cnps.org/. Accessed February 2, 2024.

[14] California Department of Fish and Wildlife (CDFW). 2023. Biogeographic Information and Observation System (BIOS 6). Website: https://wildlife.ca.gov/Data/BIOS. Accessed May 3, 2024.

[15] California Department of Fish and Wildlife (CDFW). 2023. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://map.dfg.ca.gov/rarefind/view/RareFind.aspx. Accessed May 3, 2024.

[16] California Department of Fish and Wildlife (CDFW). 2023. Biogeographic Information and Observation System (BIOS 6). Website: https://wildlife.ca.gov/Data/BIOS. Accessed May 3, 2024.

[17] United States Fish and Wildlife Service (USFWS). 2023. Information for Planning and Consultation (IPaC). Website: https://ecos.fws.gov/ipac/. Accessed May 3, 2024.

occasionally in pools within intermittent streams. Suitable breeding pools must support standing water for at least 4 to 11 weeks for the larval stages of this species to transform. Typically, the pools are turbid with little or no cover. Western spadefoot are nocturnal and almost completely terrestrial, entering water only to breed. They burrow underground using the hardened spades on their hind feet and can remain buried underground for most of the year, emerging during periods of rain for breeding. Breeding may take place from January to May, peaking in February and March, but they may breed at any time of the year if conditions are favorable. Western spadefoot eat a variety of invertebrates, including adult beetles, larval and adult moths, crickets, flies, ants, and earthworms, and can consume enough in several weeks to survive the long period of underground dormancy. Western spadefoot is designated as a California Species of Special Concern and is covered under the MSHCP. There are 12 recent and one historical record(s) within 5 miles of the project site and 23 recent and 10 historical records between 5 and 10 miles from the project site (Exhibit 9).[18] Suitable habitat is present on and adjacent to the project site. The drainage adjacent and to the east of to the project site could potentially support breeding pools but this feature is off-site and not a part of the proposed project and the portions of Salt Creek Channel proposed for disturbance do not support suitable habitat for the spadefoot.

Cooper's Hawk

Cooper's hawk is a hawk in the family Accipitridae. This species occurs in riparian forests and woodlands throughout California, including urban forests. It prefers patchy wooded areas, such as groves with edges with snags for perching. It nests in dense stands with moderate crown-depths, usually nests in second-growth conifer stands, or in deciduous riparian areas, usually near streams. Cooper's hawk prey on mid-sized birds such as jays, starlings, and doves, but they also consume small rodents. The species capture prey from cover or while flying quickly through dense vegetation, relying on surprise. The Cooper's hawk is designated as a California Watch List species and it is covered under the MSHCP. Their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code pertaining to native nesting avian species. Suitable foraging and nesting habitat for this species is present adjacent to the project site within the 500-foot buffer in areas containing trees. There is one recent and one historical record between 5 and 10 miles from the project site (Exhibit 9).[19]

Burrowing Owl

The burrowing owl is an owl in the family Strigidae. Burrowing owls occur in open, dry, annual, or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. This species utilizes, modifies, and nests in burrows created by other species, most notably those of the California ground squirrel but also those excavated by coyotes, desert kit foxes, desert tortoises, American badgers, and other burrowing mammals. Burrowing owl populations are threatened by habitat loss, pesticide use, and ground squirrel eradication programs, which limit suitable burrowing habitat. The burrowing owl is designated as a California Species of Special Concern and a federal Bird of Conservation Concern, and it is covered under the MSHCP. Limited take of this species is covered under the MSHCP under certain conditions; however, their nesting burrows are protected by the MBTA and California Fish and Game Code pertaining to native nesting avian species. The project site is also located within a burrowing owl survey area. Suitable burrowing and nesting habitat for this species is present on the project site within fallowed and ruderal areas supporting California ground squirrel burrows. According to the CNDDB, there are 76 recent occurrences of burrowing owls within 5 miles of the project site and 16 historical occurrences within 10 miles from the project site (Exhibit 9).[20]

An FCS Staff Biologist conducted burrow surveys and a focused owl survey on March 29, 2024. Additional burrowing owl searches were performed on April 12, 16, and 17, 2024. The project site supports suitable foraging, burrowing, and nesting habitat for burrowing owls. No burrowing owl or sign was observed on or adjacent to the site. However, suitable California ground squirrel burrows are present within the wheat

[18] California Department of Fish and Wildlife (CDFW). 2023. Biogeographic Information and Observation System (BIOS 6). Website: https://wildlife.ca.gov/Data/BIOS. Accessed May 3, 2024.
[19] Ibid.
[20] Ibid.

fields and ruderal areas. Therefore, it may be possible that the site could be inhabited by burrowing owls in the future and, thus, presence of this species cannot be ruled out. Construction of the proposed project could potentially impact burrowing owls if ground-disturbing construction activities are initiated or conducted during the burrowing owl breeding season (February 1 through August 31).

The MSHCP requires pre-construction surveys pursuant to the MSHCP Objective 6. For burrowing owls, a pre-construction burrowing owl survey shall be conducted prior to issuance of a grading permit to verify the presence/absence of the owl on the project site (MM BIO-4a). If the survey is positive for burrowing owls, the project applicant must retain a qualified Biologist to develop and implement a Burrowing Owl Mitigation Plan (MM BIO-4b). If no burrowing owls are detected during the pre-construction survey, no further action is necessary. Implementation of MM BIO-4a and MM BIO-4b would reduce potential impacts to burrowing owl to less than significant levels.

Ferruginous Hawk

The ferruginous hawk is a hawk in the family Accipitridae. This species is migratory and is a somewhat common winter resident of southwestern California, where it frequents open grasslands, sagebrush flats, desert scrub, low foothills surrounding valleys, and fringes of pinyon-juniper habitats. Ferruginous hawk generally arrive in California in September and depart by mid-April. Urban development may contribute to loss of suitable wintering habitat in California. This species is on a California Department of Fish and Wildlife (CDFW) Watch List and it is covered under the MSHCP. Suitable wintering foraging habitat for this species is present on-site. There are four recent and one historical records within 5 miles of the project site (Exhibit 9).[21]

White-tailed Kite

The white-tailed kite is a hawk in the family Accipitridae. This species inhabits open habitats such as grasslands, marshes, and farmlands and is often found near agricultural areas. It prefers areas with trees for perching and nesting and forages in open areas that support diurnal rodent populations. Preferred nesting habitat consists of oak woodlands or trees along marsh edges. Suitable nesting substrates include trees or shrubs of moderate height, such as eucalyptus, cottonwoods, toyons, and coyote bush, with the nests placed near the tops of the shrubs or trees. Nesting occurs in February through August, with peak activity in March, April, and May. The white-tailed kite is designated as a California Fully Protected species and it is covered under the MSHCP. Their nests are protected by the MBTA and California Fish and Game Code pertaining to native nesting avian species. Suitable foraging habitat for this species is present on-site and trees adjacent to the project site provide potentially suitable nesting habitat. There is one recent record within 5 miles of the project site and one recent record between 5 and 10 miles from the project site (Exhibit 9).[22]

San Diego Black-tailed Jackrabbit

San Diego black-tailed jackrabbit is a lagomorph in the family Leporidae. This species occurs primarily in arid regions with short grass including open grasslands, agricultural fields, and sparse coastal scrub. It nests under bushes or shrubs that have shallow depressions. The San Diego black-tailed jackrabbit is covered under the MSHCP. Suitable habitat for this species is present on and adjacent to the project site within fallowed agricultural fields. There are six recent and three historical records within 5 miles of the project site and four recent and six historical records between 5 and 10 miles from the project site (Exhibit 9).[23]

Nesting Birds

The project site and adjacent areas contain vegetation and other potential nesting platforms that could provide suitable nesting habitat for bird species protected under the MBTA and the Fish and Game Code.

[21] California Department of Fish and Wildlife (CDFW). 2023. Biogeographic Information and Observation System (BIOS 6). Website: https://wildlife.ca.gov/Data/BIOS. Accessed May 3, 2024.
[22] Ibid.
[23] Ibid.

These species include Cooper's hawk, burrowing owl, white-tailed kite, and other native avian species. Construction activities could disturb birds that breed and nest in shrubs or on the ground surface on and adjacent to the project site. Potential impacts on special-status and migratory birds that could result from construction and operation of the proposed project include destruction of eggs or occupied nests, mortality of young, and abandonment of nests with eggs or young birds prior to fledging. Implementation of MM BIO-5a and MM BIO-5b would require a nesting bird pre-construction survey to identify presence of nesting birds and appropriate avoidance measures if active nests are present within the project area. Therefore, compliance with MM BIO-5a and MM BIO-5b would reduce potential impacts to nesting birds to less than significant levels.

Species Not Covered by the Western Riverside MSHCP

No non-MSHCP-covered special-status wildlife species have the potential to occur on the project site. Impacts to non-MSHCP covered special-status wildlife species would not be considered significant with the implementation of minimization and avoidance measures proposed in conjunction with other nesting and/or migratory bird species. Therefore, compliance with MM BIO-5a and MM BIO-5b, which requires a pre-construction survey to identify presence of nesting birds and raptors, would reduce potential impacts to non-covered species to less than significant.

Multiple Species Habitat Conservation Plan

The Multiple Species Habitat Conservation Plan (MSHCP) covers 146 species, 38 of which require additional surveys if the proposed project occurs in the specific survey area for a species. The Riverside County Regional Conservation Authority (RCA) MSHCP Information Map outlines, on a parcel by parcel basis, those properties which require habitat assessments and focused surveys. An assessment for six narrow endemic plant species (Munz's onion, San Diego ambrosia, many-stemmed dudleya, spreading navarretia, California orcutt grass, and Wrights's trichocoronis) was required, but the only animal requiring specific analysis for this property was burrowing owl.[24] This finding is consistent with the City's General Plan, Exhibit OSC-8, MSHCP Survey Area, which identified the project site as being within the burrowing owl survey area.[25] The project site does not traverse Riparian/Riverine or Vernal Pool habitats as defined by the MSHCP.

The proposed project is located within the MSHCP plan area and is not within or adjacent to a Criteria Cell. The nearest Criteria Cell Group (3887) is located approximately 4.7 miles northeast of the project site (Exhibit 10a). The project site is partially within and adjacent to a Public/Quasi-Public (PQP) Conservation Area, the Salt Creek Channel, a PQP Conserved Land located within the outfall areas of the project site and adjacent to the southern boundary of the project site.

Other Conservation Areas in the project vicinity include Bureau of Land Management (BLM) Exchange Parcels (PQP Conserved Land) approximately 1.4 miles southeast of the project site and Diamond Valley Lake Reservoir (PQP Conserved Land) approximately 4.3 miles southeast of the project site. This project area is not located within any Linkage. Because of its location outside of any Criteria Cells or Cell Groups, the project is not subject to Reserve Assembly Analysis requirements under the MSHCP. Because the project site is located partially within and adjacent to an MSHCP Conservation Area, the proposed project would be subject to the MSHCP Guidelines Pertaining to the Urban/Wildlands Interface.

The project site is not located within an area slated for Existing or Pending Conservation. The project site does not feature Avoidance Areas or areas that must be protected by, or proposed to be protected by, deed

[24] California Department of Fish and Wildlife (CDFW). 2023. Biogeographic Information and Observation System (BIOS 6). Website: https://wildlife.ca.gov/Data/BIOS. Accessed May 3, 2024.

[25] City of Menifee. 2013. Exhibit OSC-8: MSHCP Survey Areas. https://www.cityofmenifee.us/DocumentCenter/View/1089/ExhibitOSC-8_MSHCP_SurveyAreas_HD0913?bidId=. Accessed February 2, 2024.

restriction. Current conditions and full development of the approximately 56.47-acre project site would not provide for any contributions to Undeveloped Areas Potentially Available for Future Conservation.

Public/Quasi-Public Lands

The project site is located partially within and adjacent to PQP Conserved Lands in the Salt Creek Channel (Exhibit 10b). The project areas within the PQP Lands include portions of the Olive Avenue trail and upland areas from Salt Creek that support ruderal, weedy species. These areas do not contain sensitive habitats and do not provide suitable habitat for Covered Species. Two 48-inch outfall structures would be constructed within this Conservation Area resulting in 0.07 acre of permanent impacts from the development of the outfalls. Regardless, implementation of MM BIO-1 would reduce potential impacts to PQP Conservation Lands to less than significant levels.

Critical Habitat

The project site is not located with United States Fish and Wildlife Service (USFWS) designated Critical Habitat for any listed species. Therefore, loss or adverse modification of Critical Habitat would not occur with implementation of the proposed project, and consultation with the USFWS would not be required for impacts to Critical Habitat.

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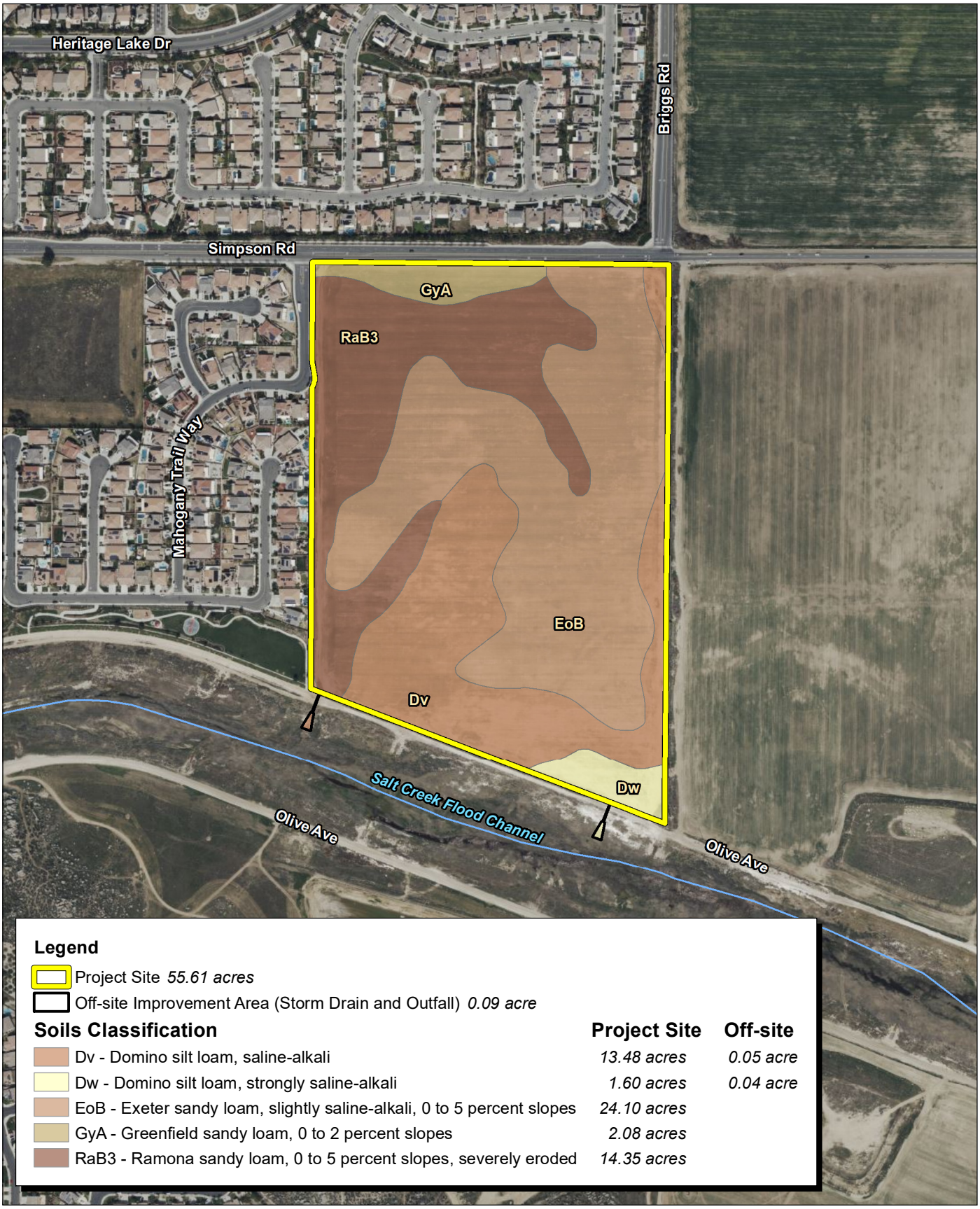

Source: Bing Aerial Imagery. USDA Soils Data Mart, Western Riverside County. Riverside County Fire and Flood Control.

FIRSTCARBON SOLUTIONS™

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Feet

Exhibit 7
Soils Map

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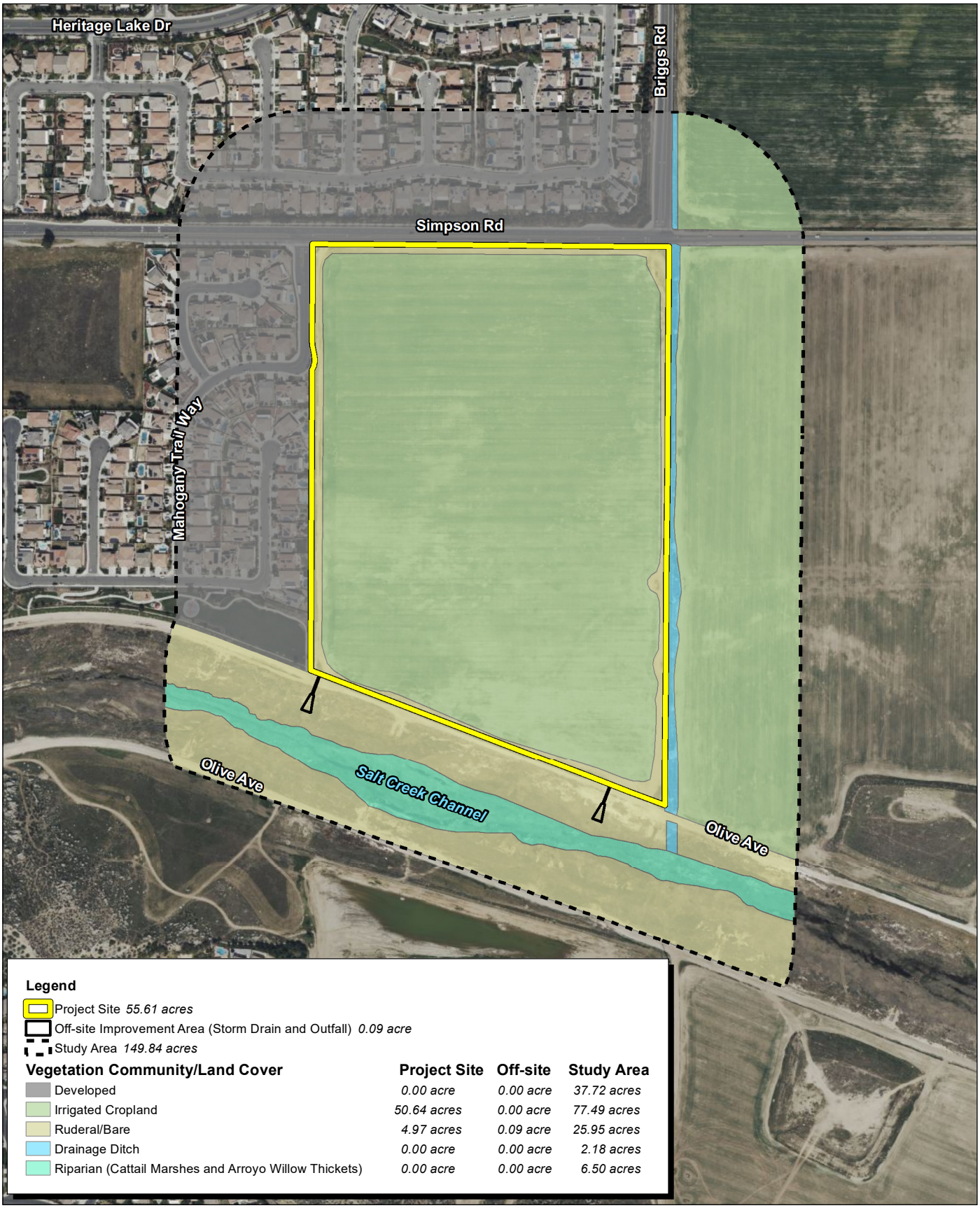

Vegetation Community/Land Cover	Project Site	Off-site	Study Area
Developed	0.00 acre	0.00 acre	37.72 acres
Irrigated Cropland	50.64 acres	0.00 acre	77.49 acres
Ruderal/Bare	4.97 acres	0.09 acre	25.95 acres
Drainage Ditch	0.00 acre	0.00 acre	2.18 acres
Riparian (Cattail Marshes and Arroyo Willow Thickets)	0.00 acre	0.00 acre	6.50 acres

Source: Bing Aerial Imagery. Kimley-Horn Engineers, 07/2023. Riverside County Fire and Flood Control.

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500 250 0 500 Feet

Exhibit 8
Vegetation Community/ Land Cover Map

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CNDDB version 06/2023. Please Note:
The occurrences shown on this map represent the known locations of the species listed here as of the date of this version. There may be additional occurrences or additional species within this area which have not yet been surveyed and/or mapped. Lack of information in the CNDDB about a species or an area can never be used as proof that no special status species occur in an area.

Legend

- Project Site

CNDDB

Symbology

- Plant (80m)
- Plant (specific)
- Plant (non-specific)
- Plant (circular)
- Animal (80m)
- Animal (specific)
- Animal (non-specific)
- Animal (circular)
- Terrestrial Comm. (80m)
- Terrestrial Comm. (specific)
- Terrestrial Comm. (non-specific)
- Terrestrial Comm. (circular)
- Aquatic Comm. (80m)
- Aquatic Comm. (specific)
- Aquatic Comm. (non-specific)
- Aquatic Comm. (circular)
- Multiple (80m)
- Multiple (specific)
- Multiple (non-specific)
- Multiple (circular)
- Sensitive EO's (Commercial only)

Source: Bing Street Imagery. California Natural Diversity Database (CNDDB), June 2023.

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8 4 0 8 Miles

Exhibit 9
CNDDB Special-Status Species Occurrences

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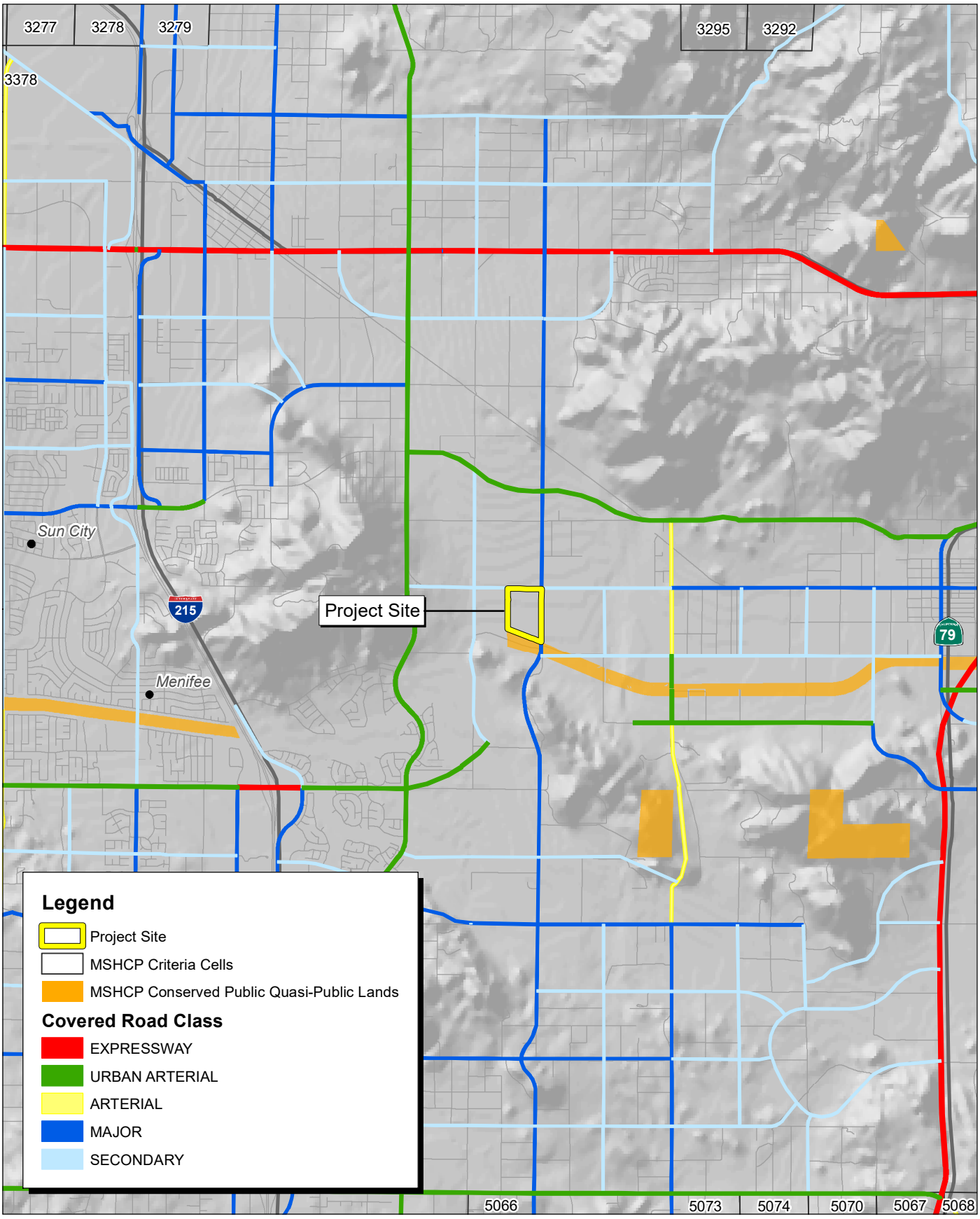

Source: USGS, Western Riverside County Regional Conservation Authority (RCA) MSHCP, Census 2000 data.

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1 0.5 0 1 Miles

Exhibit 10a
MSHCP Conservation Areas

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Source: Bing Aerial Imagery. Western Riverside County Regional Conservation Authority (RCA) MSHCP. Riverside County Fire and Flood Control.

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500 250 0 500 Feet

Exhibit 10b
MSHCP Conserved Public Quasi-Public Lands

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Impact IV.b): Less than Significant Impact with Mitigation Incorporated

Sensitive Natural Communities

Sensitive natural communities are vegetation communities or special wildlife habitats that are rare or occur in limited distributions or provide specific habitat requirements for special-status plant or wildlife species. The CDFW maintains a list of natural vegetation communities found in California and ranks them based on rarity. Communities ranked S1-S3 are considered sensitive natural communities.[26] The CNDDB identified one sensitive natural community—Southern Cottonwood Willow Riparian Forest—within 5 miles of the project site. Three sensitive natural communities— Southern Coast Live Oak Riparian Forest, Southern Riparian Scrub, and Southern Sycamore Alder Riparian Woodland—have been recorded in the CNDDB between 5 and 10 miles from the site.[27] The arroyo willow thickets located in the Salt Creek Channel south of the project site may be considered Southern Riparian Scrub, but there are no sensitive natural communities on the project site.

MSHCP Riparian/Riverine Habitat

MSHCP Riparian Riverine Habitat is located within Salt Creek Channel (Exhibit 9). This habitat is located adjacent to the project site along the Salt Creek Channel and is best described as arroyo willow thickets (CDFW Natural Community Code 61.201.00; Exhibit 5). This community is considered sensitive by the CDFW and ranked S4.[28] The stream channel is single-thread and meanders moderately as it flows east to west. Salt Creek connects downstream to Canyon Lake. Canyon Lake connects downstream to San Jacinto River. San Jacinto River connects downstream to Lake Elsinore. Lake Elsinore is considered a traditional navigable water (TNW) by the United States Army Corps of Engineers (USACE). Thus, Salt Creek would be considered a Riverine Area under the MSHCP. The total permanent impacts to MSHCP Riverine Habitat anticipated from the proposed project include 0.09 acre (70 linear feet) due to the permanent development of two 48-inch outfall structures that would fill these areas. [Please note that 0.07 acre of the 0.09 acre of MSHCP Riverine/Riparian Habitat is a component of the PQP Lands while 0.02 acre of MSHCP Riverine/Riparian Habitat fall outside of PQP Lands]. Implementation of MM BIO-1 would reduce potential impacts to Riparian/Riverine Habitat to less than significant levels.

Impact IV.c): Less Than Significant Impact with Mitigation Incorporated

Jurisdictional Water and Wetlands

A formal jurisdictional delineation of wetlands/waters was completed by South Environmental (**Appendix C**). The limits of the drainage adjacent to the site (Drainage No. 1) were estimated using binoculars and traversing public roads since the team did not have permission to access this off-site property. Drainage No. 1 was determined to be an intermittent stream and likely considered a non-wetland water of the United States/State under the jurisdiction of USACE, RWQCB, CDFW, and MSHCP (Exhibit 11). A total of 2,580 linear feet (0.19 acre) of the drainage is in the study area (project site plus 500-foot buffer).

A majority of the Salt Creek Channel is considered wetland waters of the United States and State under the jurisdiction of the USACE/RWQCB, and protected streambed and vegetated streambed areas are under the jurisdiction of the CDFW and MSHCP. There are also non-wetland waters of the United States and waters of the State under the jurisdiction of the USACE/RWQCB and protected non-riparian streambed areas under the jurisdiction of the CDFW and MSHCP. A total of 2,525 linear feet (25.35 acres) of Salt Creek Channel is in the study area, including 12.28 acres with wetland jurisdiction and 25.35 acres of total

[26] California Department of Fish and Wildlife (CDFW). 2022. Natural Communities List, Sacramento: California Department of Fish and Wildlife. Website: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153398&inline. June 1, 2023. Accessed May 5, 2024.

[27] California Department of Fish and Wildlife (CDFW). 2023. Biogeographic Information and Observation System (BIOS 6). Website: https://wildlife.ca.gov/Data/BIOS. Accessed May 3, 2024.

[28] California Department of Fish and Wildlife (CDFW). 2022. Natural Communities List. Sacramento: California Department of Fish and Wildlife. July 5, 2022. Accessed February 2, 2024.

MSHCP jurisdiction (Exhibit 12). Implementation of MM BIO-2 would reduce potential impacts to less than significant levels.

Vernal Pool Habitat

There are no vernal pools or features indicative of the historic presence of vernal pools on the project site or within 500 feet. Five soil types are mapped on the project site (Exhibit 7). One of these soil types, the Ramona series, is known to be soil utilized by fairy shrimp species known to occur in the Western Riverside County MSHCP Plan Area.[29] However, the surface soils on the project site have a long history of disturbances due to agricultural use of the site, and vernal pools would not be able to persist under this land use regime. Therefore, the proposed project would not be subject to Vernal Pool or Vernal Pool Species requirements under the MSHCP.

Impact IV.d): Less Than Significant Impact with Mitigation Incorporated

The majority of the project site consists of agricultural lands, but it is mostly surrounded by urbanized areas and roads to the west and north that limit wildlife movement through the project site. The project site itself does not serve as a wildlife movement corridor. Compliance with MM BIO-6 would ensure project implementation would not impede migratory species and/or wildlife nursery sites, and any potential impacts would be reduced to less than significant levels.

Impact IV.e): Less Than Significant Impact.

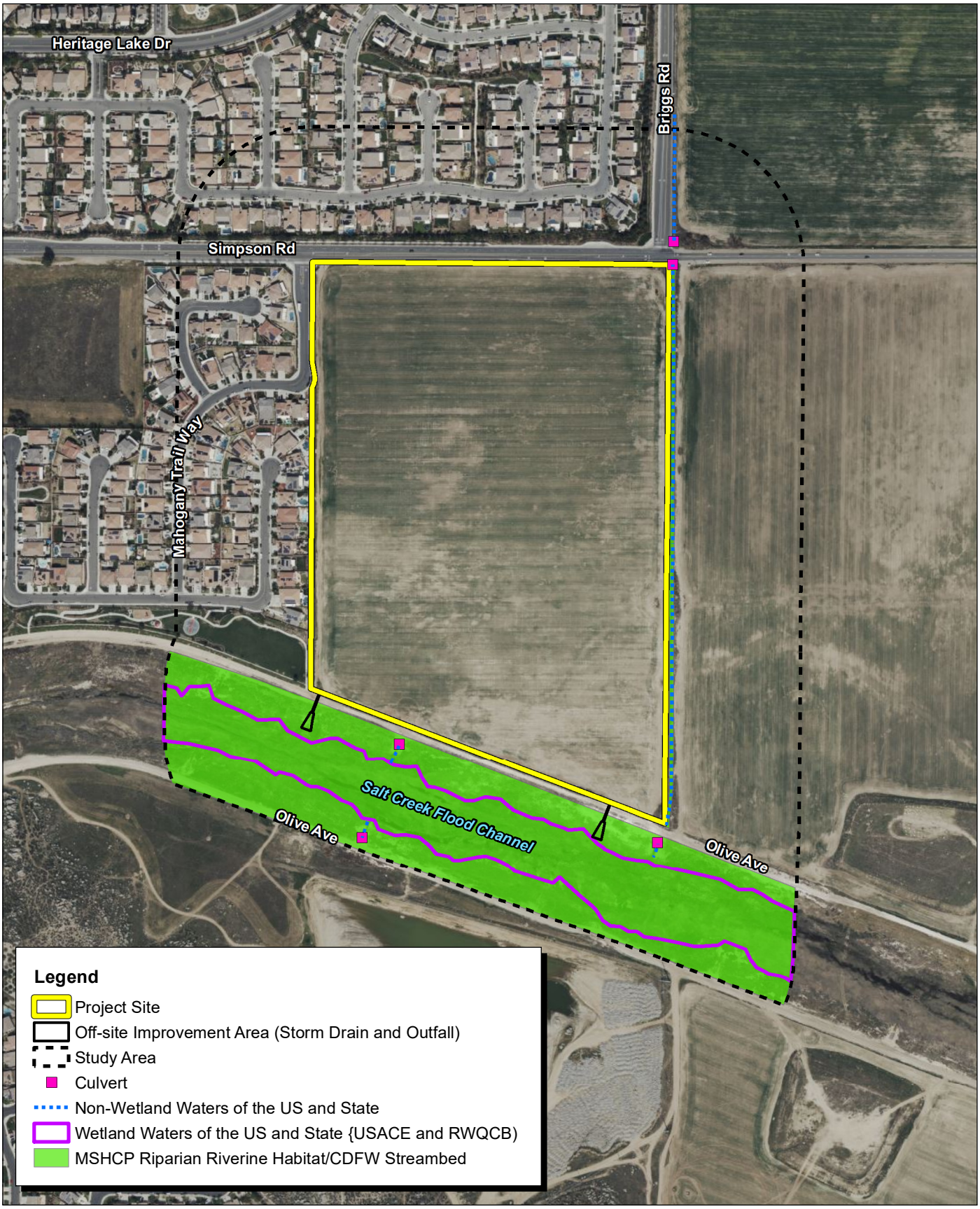
Vegetation on-site is limited to grassland species and ruderal or weedy species. There are no trees on-site that are considered Heritage Trees as defined in the City's Tree Preservation Ordinance (MMC § 9.86.110).[30] Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no project-related impact would occur in this regard. As such, potential impacts would be less than significant.

Impact IV.f): Less Than Significant Impact with Mitigation Incorporated

No wildlife or plant species covered by the MSHCP were detected within project site boundaries during the habitat assessment and focused surveys. The proposed project would not directly affect any relevant MSHCP-covered plant and/or animal species for which surveys and/or mitigation can be required. Potential impacts that could occur on-site are not located within MSHCP Criteria Cells (i.e., potential future MSHCP Reserve lands) and although 0.07 acre of PQP Lands would be permanently impacted, these areas do not contain suitable habitat for sensitive plants or wildlife. Overall, the proposed project would not conflict with the relevant provisions of the Western Riverside County MSHCP. Implementation of MM BIO-7, MSHCP Best Management Practices, would reduce potential impacts to less than significant levels.

[29] United States Fish and Wildlife Service (USFWS). 2005. Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon. Portland, Oregon.

[30] City of Menifee. 2008. City of Menifee Municipal Code 9.86 – Park Design, Landscaping, and Tree Preservation. Website: https://www.cityofmenifee.us/DocumentCenter/View/2589/Ordinance-No-2015-167-Park-Design-Landscape-Tree-Preservation_Chap-986?bidId=. Accessed May 2, 2024.



Source: Bing Aerial Imagery. South Environmental.

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500 250 0 500
Feet

Exhibit 11
Jurisdictional Delineation

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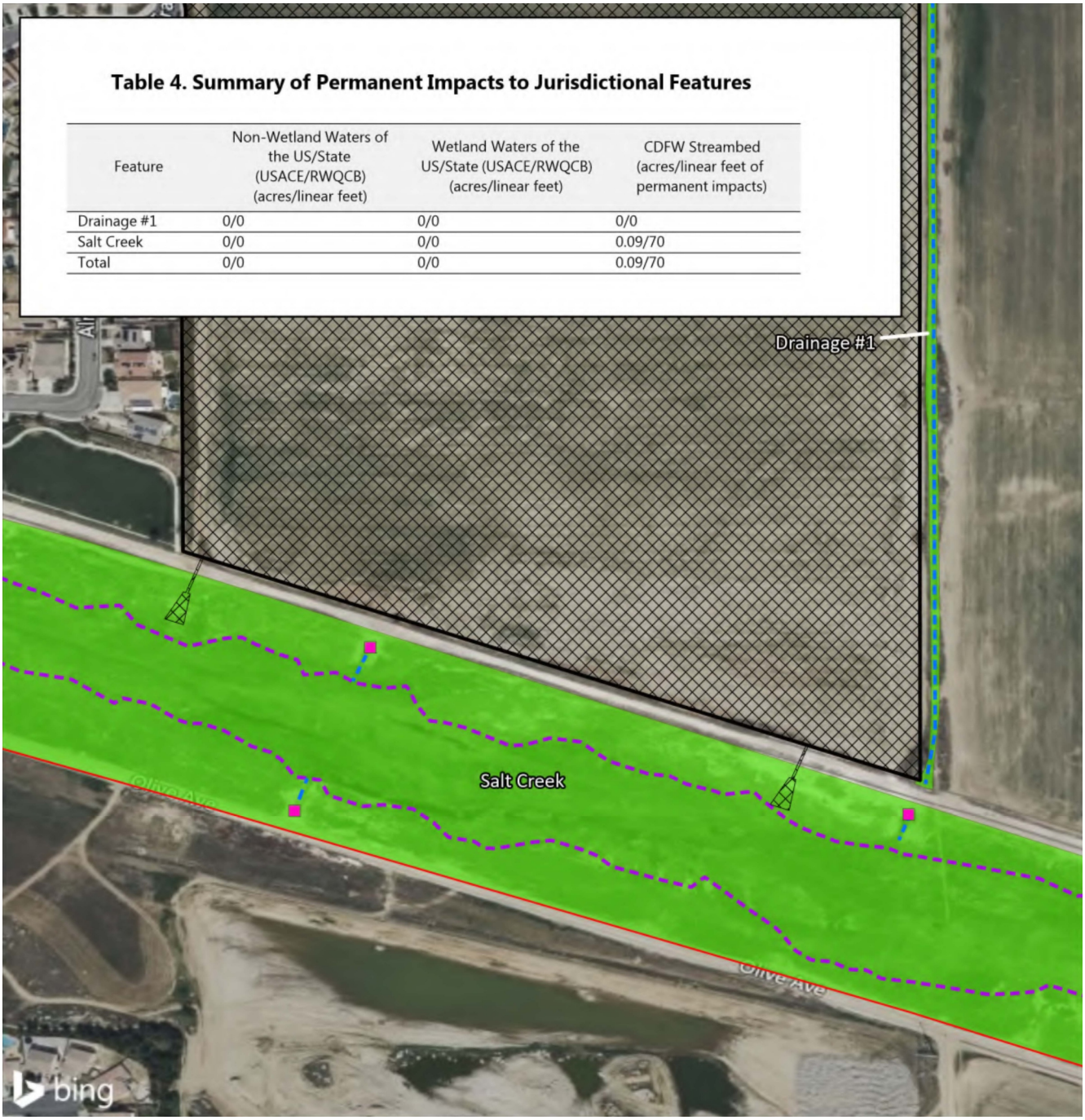
Table 4. Summary of Permanent Impacts to Jurisdictional Features

Feature	Non-Wetland Waters of the US/State (USACE/RWQCB) (acres/linear feet)	Wetland Waters of the US/State (USACE/RWQCB) (acres/linear feet)	CDFW Streambed (acres/linear feet of permanent impacts)
Drainage #1	0/0	0/0	0/0
Salt Creek	0/0	0/0	0.09/70
Total	0/0	0/0	0.09/70



Culvert
Non-Wetland Waters of the US and State
Wetland Waters of the US and State (USACE and RWQCB)
CDFW Streambed and Vegetated Streambed Jurisdiction
Project Site
Study Area
Proposed Development Footprint

0 175 350 Feet

Scale: 1:3,500

N

Source: Bing Aerial Imagery. South Environmental.

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Exhibit 12
Jurisdictional Impacts

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Mitigation Measures

The following mitigation measures are required to reduce potential project-related impacts to less than significant levels. These mitigation measures clarify, expand upon, and are consistent with measures required under the MSHCP.

Determination of Biologically Equivalent or Superior Preservation for Loss of Public Quasi-Public Lands and MSHCP Riverine Habitat

MM BIO-1 Riverine Habitat Mitigation–Multiple Species Habitat Conservation Plan and Public/Quasi-Public Lands

The proposed project includes permanent removal of 0.07 acre of Public/Quasi-Public (PQP) Lands and 0.09 acre of Multiple Species Habitat Conservation Plan (MSHCP) Riverine habitat, 4.97 acres of which contains a disturbed alkaline meadow, from Salt Creek surrounding the proposed outfall locations [Please note that 0.07 acre of the PQP Lands to be removed are a component of the 0.09 acre of MSHCP Riverine/Riparian Habitat to be removed]. To achieve biologically equivalent or superior preservation, the applicant proposes to offset permanent impacts to 0.07 acre of PQP Lands, alkaline soils, and graceful tarplant by purchasing 6 pounds of graceful tarplant seeds that will be provided to Riverpark Mitigation Bank to establish a population of graceful tarplant on 3 acres of alkali meadow on Riverpark property.

The applicant proposes to offset permanent impacts to 0.09 acre of MSHCP Riverine habitat by purchasing 0.36 acre of rehabilitation and/or re-establishment credits (4:1 ratio) at the Barry Jones/Skunk Hollow Mitigation Bank. The applicant shall also obtain any permits necessary for impacts to CDFW jurisdictional areas. The City of Menifee shall confirm the credits are purchased in consultation with California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS).

The project shall also prepare a Determination of Biologically Equivalent or Superior Preservation (DBESP) document and seek approval from the Wildlife Agencies (CDFW and USFWS) as well as the Regional Conservation Authority (RCA), to compensate for impacts to MSHCP Riverine habitat and PQP Lands/jurisdictional areas before impacts to these resources are implemented.

Regulatory Permits and Agreements from Resource

MM BIO-2 Riverine Habitat Mitigation

The proposed project includes permanent removal of 0.09 acre of California Department of Fish and Wildlife (CDFW) streambed habitat from Salt Creek. The applicant proposes to offset permanent impacts to 0.09 acre of CDFW streambed habitat by purchasing 0.36 acre of rehabilitation and/or re-establishment credits (4:1 ratio) at the Barry Jones/Skunk Hollow Mitigation Bank. The applicant shall also obtain any permits necessary from the CDFW for impacts to CDFW jurisdictional areas.

MSHCP Construction Minimization Measures

MM BIO-3 Implement Construction Minimization Measures

The applicant shall implement the following Construction Minimization Measures, per Section 7.5.3 of the Multiple Species Habitat Conservation Plan (MSHCP):

1) Plans for water pollution and erosion control shall be prepared. The plans shall describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control.
2) Avoid work in riparian areas during most active breeding season; typically designated as March 1 to June 30 by the California Department of Fish and Wildlife (CDFW)/MSHCP Guidelines. Disturbance is restricted to a minimum of 300 feet away from any active nest.
3) If vegetation removal must occur during this avoidance period, then a nest survey by a qualified Biologist is required. The nest survey shall be conducted for 5 consecutive days and no more than 3 days prior to clearing. If an active nest is observed, then the nest location shall be fenced off surrounding a minimum 300-foot (500 feet for raptors) radius buffer zone. The buffer zone shall not be disturbed until the nest is inactive.
4) Sediment and erosion control measures shall be implemented until such time soils are determined to be successfully stabilized.
5) Short-term stream diversions, if needed, shall be accomplished by use of sandbags or other methods that shall result in minimal instream impacts. Short-term diversions shall consider effects on wildlife.
6) Silt fencing or other sediment trapping materials shall be installed at the downstream end of construction activities to minimize the transport of sediments off-site.
7) Settling ponds where sediment is collected shall be cleaned in a manner that prevents sediment from re-entering the stream or damaging/disturbing adjacent areas. Sediment from settling ponds shall be removed to a location where sediment cannot re-enter the stream or surrounding drainage area. Care shall be exercised during removal of silt fencing to minimize release of debris or sediment into streams.
8) No erodible materials shall be deposited into water courses. Brush, loose soils, or other debris material shall not be stockpiled within stream channels or on adjacent banks.
9) The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall occur on pre-existing access routes to the greatest extent possible.
10) Equipment storage, fueling, and staging areas shall be sited on non-sensitive upland habitat types with minimal risk of direct discharge into riparian areas or other sensitive habitat types.
11) Prior to construction, the limit of Drainage No. 1 shall be delineated with fencing or flagging (orange plastic snow fence, orange silt fencing, or stakes and flagging) and designated as an Environmentally Sensitive Area (ESA). No construction activities and/or shall be permitted within the ESA designated areas. If work occurs within the ESA areas, all work shall cease until the issue has been remedied to the satisfaction of the City and the appropriate regulatory agencies. ESA fencing and/or flagging shall be maintained in good repair by the contractor and shall be removed upon completion of project construction.
12) The project shall comply with all applicable water quality regulations, including obtaining and complying with those conditions established in Waste Discharge Requirements (WDRs) and a National Pollutant Discharge Elimination System (NPDES) permit. Standard Best Management Practices (BMPs), which may include but are not limited to silt fencing, gravel berm, and fiber rolls, shall be installed to prevent any sediment and stormwater flows from entering Drainage No. 1. A project-specific Water Quality Management Plan and/or a Stormwater Pollution Prevention Plan (SWPPP) shall be implemented for the project, detailing project-specific BMPs.

Burrowing Owls

MM BIO-4a Burrowing Owl Pre-construction Survey

The project applicant shall retain a qualified Biologist to perform a pre-construction burrowing owl survey to determine whether burrowing owls are present on-site within 30 days prior to construction activities, according to the California Department of Fish and Wildlife (CDFW) guidelines and Multiple Species Habitat Conservation Plan (MSHCP) protocol. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. The pre-construction survey shall be completed on the project site and areas within 500 feet from the project boundary (where possible and appropriate based on habitat). All occupied burrows shall be mapped on an aerial photo. The applicant shall provide a burrowing owl survey report and mapping to the City of Menifee at least 15 days prior to the expected start of any project-related ground disturbance activities or restart of activities. If the survey is positive for burrowing owls, the project applicant shall retain a qualified Biologist to develop and implement a Burrowing Owl Mitigation Plan (MM BIO-4b) in coordination with the City, the CDFW, the USFWS, and the Western Riverside County Regional Conservation Authority (RCA) (if coordination with the RCA is necessary). If no burrowing owls are detected during the pre-construction survey, no further action is necessary.

MM BIO-4b Burrowing Owl Mitigation Plan

If the pre-construction survey is positive for burrowing owl, the project proponent shall retain a qualified Biologist to develop and implement a Burrowing Owl Mitigation Plan. The Burrowing Owl Mitigation Plan shall contain the following elements (as outlined in the California Department of Fish and Wildlife [CDFW] 2012 guidelines) at a minimum:

1) Avoidance of burrowing owl during construction, including establishment of a 160-foot radius around occupied burrows during the nonbreeding season (September 1 through February 14) or a 300-foot radius around occupied burrows during the breeding season (February 15 through August 31), within which construction activities may not occur until a qualified Biologist has determined that (1) nonbreeding season owl have dispersed from the area; or (2) breeding season owl have fledged their juveniles from the occupied burrows and the juveniles are foraging independently and are capable of independent survival or have dispersed from the area.
2) A plan for implementing a passive relocation program for nonbreeding owls, should it be needed. The passive relocation techniques should be consistent with CDFW guidelines, including installation of artificial burrows at an off-site location and use of one-way exclusion doors to ensure owls have left the burrow(s).

Nesting Birds

MM BIO-5a Nesting Bird Pre-construction Surveys

If ground-disturbing or vegetation-removing construction activities or tree removal is proposed during the breeding/nesting season for migratory birds (typically February 1 through September 15), a qualified Biologist shall conduct pre-construction surveys for special-status birds and other migratory birds within the construction area, including a 300-foot survey buffer, no more than 3 days prior to the start of ground-disturbing activities in the construction area. The applicant shall provide a special-status and other migratory birds survey reports and mapping to the City of Menifee at least 15 days prior to the expected start of any project-related ground disturbance activities or restart of activities. If the survey is positive for special-status birds or other migratory birds, the project

applicant shall implement Mitigation Measure (MM) BIO-5b. If no special-status or other migratory birds are detected during the pre-construction survey, no further action is necessary.

MM BIO-5b Avoidance of Active Avian Nests

If an active nest is located during pre-construction surveys or at any point during the construction phase of the project, the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or a qualified Biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 300 feet around an active raptor nest and a 50-foot radius around an active migratory bird nest) or alteration of the construction schedule.

Guidelines Pertaining to the Urban/Wildlands Interface

MM BIO-6 Implement MSHCP Guidelines Pertaining to the Urban/Wildlands Interface

The project applicant shall incorporate the following measures into the project design or construction Best Management Practices (BMPs):

1) Implementation of BMPs and design features to prevent discharge or erosion of soils, untreated water, or other chemicals into Salt Creek Channel, either directly or indirectly. BMPs shall be implemented to ensure that siltation and erosion are minimized during construction of the project. The project shall be designed to prevent discharge of untreated surface runoff from developed and paved areas into existing natural drainage courses and/or Multiple Species Habitat Conservation Plan (MSHCP) Conservation Areas, including the drainage along the eastern border of the project and the Salt Creek Channel. Any water quality or other drainage discharges would need to be reviewed by the Regional Conservation Authority (RCA) prior to conveyance into the MSHCP Conservation Area.
2) Measures to prevent discharge (including overspray and runoff) of chemicals used in landscaping, such as fertilizers, herbicides, insecticides, or rodenticides into the Salt Creek Channel for the life of the project.
3) The project shall incorporate barriers along the southern border to minimize unauthorized public access, illegal trespass, or dumping into the Salt Creek Channel. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms.
4) Night lighting shall be directed away from the Salt Creek Channel to protect species within this MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in project designs to ensure ambient lighting in the Salt Creek Channel is not increased.
5) Invasive species shall not be used in landscaping in the open space area planned for the southern portion of the project. Invasive species that shall not be used in landscaping are listed in the MSHCP Final Plan, Volume 1, Table 6-2.
6) Manufactured slopes are not permitted to extend into the Salt Creek Channel.
7) Weed abatement and fuel modification zones may not encroach into the Salt Creek Channel.

Best Management Practices

MM BIO-7 Implement MSHCP Best Management Practices

Project personnel shall implement the following standard Multiple Species Habitat Conservation Plan (MSHCP) Best Management Practices (BMPs) during the construction phase of the proposed project:

1) A condition shall be placed on grading permits requiring a qualified Biologist to conduct Worker Environmental Awareness Program (WEAP) training for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act and the MSHCP, the need to adhere to the provisions of the Endangered Species Act and the MSHCP, the penalties associated with violating the provisions of the Endangered Species Act, the general measures that are being implemented to conserve the species of concern as they relate to the proposed project, and the access routes to and project site boundaries within which the proposed project activities must be accomplished.
2) The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.
3) Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat.
4) Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials shall be reported to appropriate entities including but not limited to the City of Menifee (City), United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and/or Regional Water Quality Control Board (RWQCB), as applicable, and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.
5) Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.
6) The qualified project Biologist shall monitor construction activities for the duration of the proposed project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.
7) The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.
8) Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.
9) To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).
10) Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the proposed project and shall be specified in the construction plans. Construction limits shall be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.
11) The City shall have the right to access and inspect the project site to determine its compliance with project approval conditions, including these BMPs.

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

Sources

Menifee General Plan; Menifee General Plan Draft EIR Paleontological and Cultural Resources; Cultural Resources Study for the Salt Creek Project, BFSA Environmental Services, a Perennial Company (BFSA), Revised September 6, 2023, provided as **Appendix D**.

Applicable General Plan Policies

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

Policy OSC-5.1 Preserve and protect significant archaeological, 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-5.4 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 archaeological, historic, and cultural sites, following CEQA and NEPA procedure.

Analysis of Project Effect and Determination of Significance

Impact V.a) No Impact. The Eastern Information Center (EIC) record search results from the BFSA 2023 assessment indicated that there are 64 cultural resources within the 1-mile search radius of the project site (**Appendix D**). However, there are no recorded built environment resources located within the proposed project. A review of historic aerial photographs shows that the property was utilized for agricultural purposes as early as 1967 and no structures were constructed within the project site. Additionally, the pedestrian survey produced negative results for any historic built environment resource. Therefore, impacts to historic built environment resources is no impact.

Impact V.b) Less Than Significant Impact with Mitigation Incorporated. As previously stated, the EIC record search results determined that 64 cultural resources (54 prehistoric resources, one multicomponent resource, and nine historic resources) are recorded within the 1-mile search radius, but none of these

resources were recorded within the project site. The recorded cultural resources consist of a proposed prehistoric district comprising of 138 sites consisting of lithic scatters, bedrock milling features, petroglyphs, cairns/rock features, burials, hearths, rock shelters, and habitation debris. The multicomponent resource consists of a prehistoric milling site with a historic trash scatter. The historic resources include five homestead sites, one historic residence, two sets of stone walls, and a trash scatter. The results of the pedestrian survey indicated that no prehistoric and/or historic resources were identified over the course of the survey. Although the project site consists of undeveloped agricultural land that is significantly disturbed, the density of recorded prehistoric and historic resources within the search radius, moderately increases the potential to impact an unidentified archaeological resource during project-related ground disturbance. Archaeological resources can include but are not limited to stone, bone, wood, or shell artifacts or features, including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact. Implementation of MM CUL-1 would ensure that this potential impact is reduced to a less than significant level.

Impact V.c) Less Than Significant Impact with Mitigation Incorporated. As noted above, the project site consists of undeveloped agricultural land. Therefore, the potential for the disturbance of any human remains is considered low. While it is highly unlikely that human remains exist within or near the project site, there is always a possibility that subsurface construction activities associated with the proposed project, such as grading or trenching, could potentially damage or destroy previously undiscovered human remains. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 must be followed. MM CUL-2 further specifies the procedures to follow in the event human remains are uncovered. Along with compliance with these guidelines and statutes, implementation of this mitigation would reduce potential impacts related to human remains to a less than significant level.

Mitigation Measures

MM CUL-1 Prior to the ground disturbance activities, all construction personnel directly involved with project-related ground disturbance shall attend a “tailgate” Worker Environmental Awareness Program (WEAP) training for archaeological resources. The training shall include visual aids, a discussion of applicable laws and statutes relating to archaeological resources, types of resources that may be found within the project site, and procedures to be followed in the event such resources are encountered. The training shall be conducted by an Archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards for archaeology. An Archaeological Monitor reporting to the qualified Archaeologist shall be present during the clearing, grading, and trenching phases of the project to check for the inadvertent discovery of archaeological resources or human remains. Over the course of the project, should the Archaeologist determine that the probability of inadvertent discovery is low, the Archaeologist shall make a recommendation to the lead agency that monitoring be reduced to regular periodic or “spot-check” monitoring, or that monitoring may cease altogether.

In the event that significant cultural resources are discovered during construction activities, operations shall stop within a 100-foot radius of the find and an Archaeologist who meets the Secretary of Interior’s Professional Qualification Standards for archaeology shall be consulted to determine whether the resource requires further study. The lead agency shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. The qualified Archaeologist shall make recommendations to the lead agency concerning appropriate measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with CEQA Guidelines, Section 15064.5. Any previously undiscovered

resources found during construction within the project area should be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA Guidelines.

MM CUL-2 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 (NAHC) 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.

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, shall be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254(r).

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

Sources

Menifee General Plan; Air Quality, Energy, and Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis (reference as Air Quality Report herein) provided by Vista Environmental dated September 2023, as **Appendix B**.

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.

The proposed project also committed to all-electric design as shown below:

Project Design Feature 1: The proposed project shall be designed as an all-electric development, which requires all appliances that are installed into the proposed homes to be electric-powered and no natural gas lines shall be run to the proposed homes.

Analysis of Project Effect and Determination of Significance

Impact VI. A): Less Than Significant Impact. The proposed project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources is provided below.

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. In 2021, Riverside County consumed 16,767 gigawatt-hours per year of electricity.

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. In 2021, Riverside County consumed 430.844 million therms of natural gas.

Petroleum-based fuels currently account for a majority of the California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the State has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and greenhouse gas (GHG) emissions from the transportation sector, and reduce Vehicle Miles Traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined. In 2017, 1,052 million gallons of gasoline and 148 million gallons of diesel was sold in Riverside County.

The following section calculates the potential energy consumption associated with the construction and operations of the proposed project and provides a determination if any energy utilized by the proposed project is wasteful, inefficient, or unnecessary consumption of energy resources.

Construction Energy

The construction activities for the proposed project are anticipated to include site preparation and grading of up to 51.2 acres of the 55.4 gross acre project site, building construction of up to 329 detached condo units, paving of the on-site roads, sidewalks and hardscapes and extension of Briggs Road along the eastern edge of the project site, and application of architectural coatings. The proposed project would consume energy resources during construction in three general forms:

1. 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 and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities.
2. Electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power.
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction-related Electricity

During construction the proposed project would consume electricity to construct the proposed warehouse and infrastructure. Electricity would be supplied to the project site by Southern California Edison and would be obtained from the existing electrical lines in the vicinity of the project site. The use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on fuel consumption. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the proposed project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and

infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Since there are currently power lines in the vicinity of the project site, it is anticipated that only nominal improvements would be required to Southern California Edison Utility distribution lines and equipment with development of the proposed project. Compliance with City's guidelines and requirements would ensure that the proposed project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the project. Construction of the project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Construction-related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the project site and on-road automobiles transporting workers to and from the project site and on-road trucks transporting equipment and supplies to the project site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions, which found that construction of the proposed project would consume 45,780 gallons of gasoline and 291,956 gallons of diesel fuel.

Construction activities associated with the proposed project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the proposed project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the proposed project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operational Energy

The ongoing operation of the proposed project would require the use of energy resources for multiple purposes including, but not limited to, heating/ventilation/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment and vehicle trips.

Operations-related Electricity

Operation of the proposed project would result in consumption of electricity at the project site. As detailed above, the proposed project would consume 3,039,213 kilowatt-hours per year of electricity. This equates to 0.018 percent of the electricity consumed annually in the County of Riverside. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in the County.

It should be noted that the proposed project would be required to meet the 2022 Title 24, Part 6 building energy efficiency standards that have been developed to meet the State's goal of zero-net-energy use for new homes. The zero-net-energy use would be achieved through a variety of measures to make new homes more energy efficient and by also requiring installation of photovoltaic systems of adequate size to generate enough electricity to meet the zero-net energy use standard. Although the proposed project would be designed to be net zero energy use, the CalEEMod model found that the proposed project would continue to utilize a nominal amount of power. Therefore, it is anticipated the proposed project would be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed project's electricity demand. Thus, impacts

with regard to electrical supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

Operations-related Natural Gas

As detailed in Project Design Feature 1, the proposed project would be designed as an all-electric development, which requires all appliances that are installed into the proposed homes to be electric-powered and no natural gas lines shall be run to the proposed homes. As such, no natural gas would be consumed from operation of the proposed project and no impact would occur from natural gas usage.

Operations-related Vehicular Petroleum Fuel Usage

Operation of the proposed project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the project site. The proposed project would consume 282,285 gallons of gasoline fuel per year from vehicle travel.

It should be noted that, the proposed project would comply with all federal, State, and City requirements related to the consumption of transportation energy that includes California Code of Regulations Title 24, Part 11 California Green Building Standards that require all new garages for the proposed homes to install electrical panels of adequate size to support the installation of electric vehicle charging systems. Therefore, it is anticipated the proposed project would be designed and built to minimize transportation energy through the promotion of the use of electric-powered vehicles and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the proposed project's demand. Thus, impacts with regard to transportation energy supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

In conclusion, the proposed project would comply with regulatory compliance measures outlined by the State and City related to air quality, GHG emissions, transportation/circulation, and water supply. Additionally, the proposed project would be constructed in accordance with all applicable City Building and Fire Codes. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be **less than significant**.

Impact VI.b): Less Than Significant Impact. As discussed above, the project construction and operation would be consistent with all applicable energy conservation policies from the General Plan and applicable energy policies. Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts **would be less than significant.**

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

Sources

Menifee General Plan Exhibits S-1, “Fault Map,” S-2, “Slope Distribution,” S-3, “Liquefaction and Landslides,” S-4, “Geologic Map,” and “Paleologic Resource Sensitivity,” OSC-4; Menifee General Plan Draft EIR; Riverside County Local Hazard Mitigation Plan Map 32, “Wind Erosion Susceptibility Areas”; State of California Department of Conservation Website-EQ Zapp: California Earthquake Hazards Zone Application – Earthquake Zones of Required Investigation; City of Menifee Municipal Code, Section

15.01.015 “Reduction of Stormwater Pollutants in Stormwater”; Riverside County Map My County Application. Geotechnical Subsurface Evaluation and Preliminary Design Recommendations, Proposed Approximately 58-Acre “Salt Creek” Residential Development, Southwest Corner of Simpson Road and Briggs Road, APN 333-200-062 in the City of Menifee, Riverside County, California (LGC Geotechnical, Inc., August 23, 2022) located in **Appendix E** of this document.

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.

Policy S-2.2 Monitor the losses caused by geologic hazards to existing development and require studies to specifically address these issues, including the implementation of measures designed to mitigate these hazards, in all future developments in these areas.

Policy S-2.3 Minimize grading and modifications to the natural topography to prevent the potential for man-induced slope failures.

Analysis of Project Effect and Determination of Significance

Impact VII.a.i) Less Than Significant Impact. A Holocene-active fault is defined by the California Geological Survey (CGS) as a fault that shows evidence of surface displacement within the Holocene Epoch (i.e.,11,500 years ago). The Alquist-Priolo Earthquake Fault Zoning Act requires the delineation of Earthquake Fault Zones (EFZs) around the surface traces of Holocene-active faults to restrict the construction of new habitable structures. While the project site is within in a seismically active region of California, there are no EFZs that transect the project site.[31]

Based on mapping of the project site, review of current and historical aerial imagery, lack of lineaments indicative of active faulting, and the data compiled during the preparation of the technical report (**Appendix E**), the potential for surface rupture is low.[32,33] Therefore, the proposed project would not have substantial adverse effects involving rupture of a known earthquake fault and the impact would be less than significant and no mitigation would be required.

Impact VII.a.ii-iv, VII.c-d) Less than Significant Impact with Mitigation Incorporated. As discussed above, the project site is within a seismically active region of California, and as a result, significant ground

[31] State of California Department of Conservation. 2023. Website: EQ Zapp–California Earthquake Hazards Zone Application–Earthquake Zones of Required Investigation California Geotechnical Survey. Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed May 2, 2024.

[32] LGC Geotechnical Inc. 2022. Geotechnical Subsurface Evaluation and Preliminary Design Recommendations, Proposed Approximately 58-Acre “Salt Creek” Residential Development, Southwest Corner of Simpson Road and Briggs Road, APN 333-200-062 in the City of Menifee, Riverside County, California. Project No. 22057-01. May 2, 2024.

[33] Riverside County. 2023. Riverside County Map My County. Website: https://gis1.countyofriverside.us/Html5Viewer/index.html?viewer=MMC_Public. Accessed May 2, 2024.

shaking would likely impact the project site within the design life of the proposed project. The intensity of ground shaking on the project site would depend on several factors including the distance to the earthquake focus, the earthquake magnitude, the response characteristics of the underlying materials, and the quality and type of construction. The Southern California region is dominated by northwest-trending faults associated with the San Andreas Fault system, which accommodates for most of the right lateral movement associated with the relative motion between the Pacific and North American tectonic plates. Known Holocene-active faults within this system include the Newport-Inglewood, Whittier-Elsinore, San Jacinto, and San Andreas faults.

The closest Holocene-active fault to the project site is the San Jacinto fault zone, located approximately 9 miles to the northeast of the project site. Other faults in proximity to the project site that could cause ground shaking at the project site include the Elsinore and San Andreas fault zones.[34]

While the project site is in a seismically active region, no active or potentially active faults are presently known to exist at this site, as shown on the Menifee General Plan Fault Map (Exhibit S-1) and described in the technical report (**Appendix E**).[35] However, it is still possible that the project site could experience seismic ground shaking during the life of the development due to its regional location. Compliance with the 2022 California Building Code (CBC) would ensure that the development associated with the proposed project would be seismically suitable structures.

The Menifee General Plan Liquefaction and Landslides Map (Exhibit S-3) shows that the project site is not delineated as a landslide or liquefaction zone. [36] Based on the Riverside County maps, the potential for liquefaction varies across the County and the potential for liquefaction at the project site is High to Very High.[37] It is likely that these determinations were made based on assumed shallow groundwater and young alluvial deposits. However, the site-specific Geotechnical Evaluation performed at the project site (**Appendix E**) indicates that only relatively minor seismic settlements due to liquefaction are anticipated and can be addressed through implementation of the appropriate geotechnical design recommendations (MM GEO-1). The Geotechnical Evaluation indicated that the potential for lateral spreading, landslides, and ground lurching would be low at the project site.[38]

The soil underlying the project site was tested and the results provided in the site-specific Geotechnical Evaluation performed for the proposed project (**Appendix E**). The Expansion Index (EI) test results indicated EI values ranging from 0 to 26, which correspond to “Very Low” and “Low” Expansion Indices. The Geotechnical Evaluation also indicates that some of the deeper soil underlying the project site has significant amounts of clay, which could be potentially expansive. The final expansion potential of the soil at the project site would be determined after grading is complete and the results would be incorporated into the proposed project’s final design.[39]

In summary, the geotechnical report concluded that the project site is considered suitable for the proposed development, provided the conclusions and recommendations in the report are incorporated into the plans and are implemented during construction, as outlined under MM GEO-1. As such, without the incorporation of the appropriate geotechnical design recommendations, proposed project implementation could expose

[34] California Department of Conservation. 2023. Website: EQ Zapp–California Earthquake Hazards Zone Application – Earthquake Zones of Required Investigation California Geotechnical Survey. Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed May 2, 2024.

[35] City of Menifee. 2014. Exhibit S-1: Fault Map. Website: https://www.cityofmenifee.us/DocumentCenter/View/1028/S-1_FaultMap_HD0913?bidId=. Accessed May 2, 2024.

[36] City of Menifee. 2014. Exhibit S-3: Liquefaction and Landslides. Website: https://www.cityofmenifee.us/DocumentCenter/View/1030/S-3_LiquefactionandLandslides_HD0913?bidId=. Accessed May 2, 2024.

[37] Riverside County. 2023. Riverside County Map My County. Website: https://gis1.countyofriverside.us/Html5Viewer/index.html?viewer=MMC_Public. Accessed May 2, 2024.

[38] LGC Geotechnical Inc. 2022. Geotechnical Subsurface Evaluation and Preliminary Design Recommendations, Proposed Approximately 58-Acre “Salt Creek” Residential Development, Southwest Corner of Simpson Road and Briggs Road, APN 333-200-062 in the City of Menifee, Riverside County, California. Project No. 22057-01. Accessed May 2, 2024.

[39] Ibid.

people or structures to potential substantial adverse effects involving strong seismic ground shaking, liquefaction, and expansive soil, and could result in a potentially significant impact.

Regulatory controls to address potential geologic and seismic hazards would be imposed on the project through the permitting process. Pursuant to MMC Section 8.04.010, the City has adopted the 2022 CBC, subject to certain amendments and changes. The CBC design standards correspond to the level of seismic risk in a given location and are intended primarily to protect public safety and secondly to minimize property damage. The proposed project would be subject to compliance with all applicable regulations in the most recently published CBC (as amended by MMC § 8.04.010), which specifies design requirements to mitigate the effects of potential geologic and seismic hazards.

MM GEO-1 requires that the applicant comply with the recommendations of the Geotechnical Evaluation and any revisions deemed necessary by the City's Building Official and/or Engineering/Public Works Director. The Menifee Building and Safety Department and Engineering/Public Works Department would review construction plans for compliance with the MMC/CBC and the Geotechnical Interpretive Report's recommendations. Upon compliance with standard engineering practices, the site-specific Geotechnical Evaluation (**Appendix E**) recommendations as required by MM GEO-1, and the established regulatory framework (i.e., MMC and CBC), the project's potential impacts concerning exposure of people or structures to potential substantial adverse effects involving geologic and seismic hazards, and unstable conditions, would be less than significant and no mitigation would be required.

Impact VII.b) Less Than Significant Impact. Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the proposed project would be subject to compliance with erosion and sediment control measures and the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order WQ 2022-0057-DWQ, NPDES No. CAS000002) (General Permit); see Response X.a. MMC Section 15.01.015(B)(1) specifies that any person performing construction work in the City shall comply with the provisions of MMC Chapter 15.01 and control stormwater runoff so as to prevent any likelihood of adversely affecting human health or the environment.[40] The Director of Public Works would identify the Best Management Practices (BMPs) that may be implemented to prevent such deterioration and the manner of implementation. Further, the project proposes hardscapes throughout most of the project site, which would stabilize soils and contain them on-site. Compliance with the established regulatory framework (NPDES and MMC) would ensure that the project's potential impacts concerning soil erosion and loss of topsoil would be less than significant and no mitigation is required.

Impact VII.e) No Impact. Sewers would be available for disposal of project-generated wastewater; see Response XIX.a. The proposed project would not utilize septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur in this regard and no mitigation is required.

Impact VII.f) Less Than Significant Impact. The project site is located in an area designated as having moderate susceptibility to wind erosion.[41] However, the site is surrounded by commercial/retail and institutional development and roadways, which would minimize exposure to wind erosion. As such, it is not anticipated that high winds or blowing sand would have substantial impacts on project-related improvements. Project implementation would cover currently exposed soils with buildings/improvements, further reducing potential impacts related to windblown dust or sand within the project vicinity. Therefore, impacts would be less than significant and no mitigation would be required.

Impact VII.g) Less Significant Impact. According to the City of Menifee's General Plan, the majority of the City is assigned a high paleontological sensitivity which includes the project site. The project site is

[40] City of Menifee. 2023. Menifee Municipal Code Section 15.01.015. Reduction of Stormwater Pollutants in Stormwater. https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-2967. Accessed May 2, 2024.

[41] Riverside County. 20123. Local Hazard Mitigation Plan–Map 32: Riverside County Wind Erosion Maps. https://rivcoready.org/sites/g/files/aldnop181/files/2023-08/MJLHMP%208.7.23.pdf. Accessed May 2, 2024.

bordered to the north by an area assigned as a low sensitive site.[42] The geotechnical report found that the project site is underlain by Quaternary-age young alluvial deposits and Quaternary-age old alluvial deposits. The young alluvial deposits were encountered in the southeastern portion of the site to depths approximately 20 feet below ground surface (BGS) and the older alluvial deposits were encountered throughout the remainder of the project site to the maximum depth of exploration, which was 51 feet BGS.

Given that the project site's paleontological sensitivity is high and the excavation of native soils ranges from 2 to 13 feet BGS within a sensitive area, there is potential to encounter fossils. If significant paleontological resources are encountered and inadvertently destroyed during excavation, this would be a significant impact. Implementation of COA GEO-1 and COA GEO-2 would reduce potential impacts to paleontological resources to a less than significant level and no mitigation would be required.

Standard Conditions of Approval

MM GEO-1 Geotechnical Recommendations

Prior to issuance of a grading permit, the project applicant shall demonstrate, to the satisfaction of the City of Menifee Building and Safety Department Official and/or City of Menifee Engineering/Public Works Director, that the recommendations for design and construction identified in the Geotechnical Subsurface Evaluation and Preliminary Design Recommendations, Proposed Approximately 58-Acre "Salt Creek" Residential Development, Southwest Corner of Simpson Road and Briggs Road, APN 333-200-062 in the City of Menifee, Riverside County, California, (LGC Geotechnical, Inc., August 23, 2022) have been incorporated into the project design and grading and building plans. The project's final grading plans, foundation plans, building loads, and specifications shall be reviewed by a State of California Registered Professional Geologist/Registered Professional Engineer to verify that the Geotechnical Interpretive Report recommendations have been incorporated/updated, as needed.

Standard Conditions of Approval

COA GEO-1 Inadvertent Paleontological Find

Should fossil remains be encountered during site development:

1) All site earthmoving shall be ceased in the area where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.
2) The applicant shall retain a qualified Paleontologist approved by the County of Riverside.
3) The Paleontologist shall determine the significance of the encountered fossil remains.
4) Paleontological monitoring of earthmoving activities shall continue thereafter on an as-needed basis by the Paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata shall be buried but not otherwise disturbed shall not be monitored. The supervising Paleontologist shall have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.
5) If fossil remains are encountered by earthmoving activities when the Paleontologist is not on-site, these activities shall be diverted around the fossil site and the Paleontologist called to the site immediately to recover the remains.

[42] City of Menifee. 2013. Exhibit OSC-4 Paleologic Resource Sensitivity. https://www.cityofmenifee.us/DocumentCenter/View/1085/ExhibitOSC-4_Paleologic_Resource_Sensitivity_HD0913?bidId=. Accessed May 2, 2024.

6) Any recovered fossil remains shall be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable Paleontologists. The remains shall be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; placed in specimen trays and, if necessary, vials with completed specimen data cards) and cataloged, and associated specimen data and corresponding geologic and geographic site data shall be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized databases) at the museum repository by a laboratory technician. The remains shall be accessioned into the museum* repository fossil collection, where they shall 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.

COA GEO-2 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 which exceeds 5 feet in depth in native sedimentary.

The project Paleontologist retained shall review the approved Tentative Tract Map 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 shall 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 shall be buried but not otherwise disturbed shall not be monitored. The project Paleontologist or his/her assignee shall 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 shall be diverted temporarily around the fossil site until the remains have been evaluated and recovered. Earthmoving shall 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 on-site, these activities shall 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, the fossiliferous rock shall 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 shall be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable Paleontologists. The remains shall be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; placed in specimen trays and, if necessary, vials with completed specimen data cards) and cataloged, and associated specimen data and corresponding geologic and geographic site data shall be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized databases) at the museum repository by a laboratory technician. The remains shall then be accessioned into the museum* repository fossil collection, where they shall 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

No mitigation is required.

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

Source

Menifee General Plan; Air Quality, Energy, and Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis (reference as Air Quality Report herein) provided by Vista Environmental dated September 2023. See **Appendix B**.

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.

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.

The proposed project also committed to all-electric design as shown below:

Project Design Feature 1: The proposed project shall be designed as an All-Electric Development, which requires all appliances that are installed into the proposed homes to be electric powered and no natural gas lines shall be run to the proposed homes.

Existing Setting

Global Warming and Greenhouse Gases

Global climate change refers to changes in average meteorological conditions on earth with respect to 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. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO_2, N_2O, CH_4, NF_3, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the Earth's atmosphere. GHG emissions can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as GHG emissions. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature. The potential effects of global climate change may include rising surface temperatures, loss in snowpack, 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 manufacturing. 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. NF_3 is a colorless gas with a distinctly moldy odor. NF3 is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers.

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 nonattainment 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 timeframe. As a result, the SCAQMD's current position is to evaluate GHG effects over a longer timeframe than a single day.

According to available information, the statewide inventory of CO_2 equivalent emissions in the State is as follows:

- 1990 GHG emissions were estimated to equal 427 million metric tons of CO_2 equivalent (AB 32 2020 target);

- 2000 GHG emissions were estimated to equal 463 million metric tons of CO_2 equivalent (an average 8 percent reduction needed to achieve 1990 base);
- 2010 GHG emissions were estimated to equal 450 million metric tons of CO_2 equivalent (an average 5 percent reduction needed to achieve 1990 base); and
- 2020 GHG emissions were estimated to equal 545 million metric tons of CO_2 equivalent, under a business as usual scenario (BAU) (an average 21.7 percent reduction from BAU needed to achieve 1990 base).

The State has made steady progress in implementing AB 32 and achieving targets included in Executive Order S-3-05. The State has achieved the Executive Order S-3-05 target for 2010 of reducing GHG emissions to 2000 levels. As shown above, the 2010 emission inventory achieved this target.

Analysis of Project Effect and Determination of Significance:

Impacts VIII.a) Less Than Significant Impact. The proposed project would consist of a residential development. The proposed project is anticipated to generate GHG emissions from and construction equipment, operational area sources, energy usage, mobile sources, waste disposal, and water usage as shown in Table 7.

The General Plan EIR utilized the SCAQMD Working Group's Tier 4 Option No. #3 Efficiency Target for analyzing general plans of 4.1 $MTCO_2e$ per year per service population by the year 2035. In order to be consistent with the methodology utilized in the General Plan EIR, the SCAQMD Working Group's Tier 4 Option No. 3 project level threshold was utilized in this analysis of 3.0 MT CO_2e per year per service population for the year 2035. It should be noted that this is the project level threshold, which is more restrictive than the plan level threshold utilized in the General Plan EIR.

Table 7: Project-related Greenhouse Gas Annual Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO_2	CH_4	N_2O	CO_2e
Mobile Sources[1]	2,459	0.09	0.08	2,488
Area Sources[2]	5.68	<0.01	<0.01	5.70
Energy Usage[3]	640	0.06	<0.01	362
Water and Wastewater[4]	27.1	0.44	<0.01	28.2
Solid Waste[5]	27.0	2.70	0.00	94.6
Refrigeration[6]	–	–	–	1.00
Construction[7]	144.8	<0.01	<0.01	148.3
Total GHG Emissions	3,304	3.30	0.11	**3,128**
Service Population[8]	–	–	–	1,066
GHG Emissions per Service Population	–	–	–	**2.93**
SCAQMD Tier 4 Option #3 Threshold of Significance per Service Population				**3.0**
Exceed Threshold?				**No**

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO_2	CH_4	N_2O	CO_2e

Notes:
[1] Mobile sources consist of greenhouse gas (GHG) emissions from vehicles.
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of GHG emissions from electricity and natural gas usage. The proposed project would be all-electric, as such no energy usage emissions would be created from the proposed project.
[4] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[5] Waste includes the carbon dioxide (CO_2) and methane (CH_4) emissions created from the solid waste placed in landfills.
[6] Refrigeration includes GHG emissions from refrigerants used in air conditioning units.
[7] Construction emissions amortized over 30 years as recommended in the South Coast Air Quality Management District (SCAQMD) GHG Working Group on November 19, 2009.
[8] Service Population represents the number of residents that would live in the proposed homes and is based on the default Population in California Emissions Estimator Model (CalEEMod) for a 330-home development.
Source: CalEEMod Version 2022.1.

The data provided shows that the proposed project would create 3,128 MT CO_2e per year in the year 2035 and would result in an efficiency rate of 2.93 MT CO_2e per year per service population. The GHG emissions created from the proposed project would be within the SCAQMD's Tier 4, Option #3, Year 2035 Efficiency Target of 3.0 MT CO_2e per year per service population. In addition, the project applicant has committed to all-electric design, as such there would be no natural gas use from operation of the proposed project, which would further reduce GHG emissions. Therefore, a less than significant generation of greenhouse gas emissions would occur from development of the proposed project. Impacts would be less than significant**.**

Impacts VIII. b) Less Than Significant Impact.

The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The applicable plan for the proposed project is the City of Menifee General Plan Open Space and Conservation Element, adopted in 2013, that requires the City to consider impacts to climate change as a factor in evaluating projects within the City. The proposed project would be designed to exceed the current Title 24 Part 6 building standards that require all new homes to be designed to use zero-net-energy, through a combination of energy efficiency measures as well as requiring all new homes to install rooftop photovoltaic systems that are of adequate size to generate enough electricity to meet the zero-net-energy requirements.

The project applicant has committed to an all-electric development, as such there would be no natural gas use from operation of the proposed project that would further reduce GHG emissions above the current Title 24 Part 6 building standards requirements. Also, the California Green Building Code requires that the all new developments institute additional energy efficiency and water conservation measures. Through adherence to the current Title 24 Part 6 building standards, the California Green Building Code, and implementation of an all-electric development, the proposed project would meet the reduction goals provided in the General Plan. Project GHG emissions impacts would be less than significant.

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

Sources

Menifee General Plan, Exhibit S-6, “High Fire Hazard Areas,” Exhibit S-7, “Critical Facilities,” and Exhibit S-9, “Evacuation Routes;” Menifee General Plan Draft EIR; 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; California Department of Forestry and Fire Protection’s (CAL FIRE) California Fire Hazard Severity Zone Viewer; and Hillmann Consulting LLC’s 2022 Phase I Environmental Site Assessment of Salt Creek, Menifee CA (Project Number C3-9046) (**Appendix F**).

Applicable General Plan Policies

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

Impacts IX.a) Less Than Significant Impact. Projects that could result in a significant hazard to the public include those that result in the routine transport, use, or disposal of hazardous materials or that place housing near a facility which routinely transports, uses, or disposes of hazardous materials. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for operations or produce hazardous wastes as byproducts of production applications.

Both the EPA and the United States Department of Transportation (USDOT) regulate the transport of hazardous waste and material, including transport via highway. The EPA administers permitting, tracking, reporting, and operations requirements established by the Resource Conservation and Recovery Act. The USDOT regulates the transportation of hazardous materials through enforcement of the Hazardous Materials Transportation Act. This act includes requirements for container design and labeling, as well as for driver training. The established regulations are intended to track and manage the safe interstate transportation of hazardous materials and waste. Additionally, State and local agencies enforce the application of these acts and coordinate safety and mitigation responses in the case that accidents involving hazardous materials occur.

The proposed project does not propose (and would not facilitate) any activity involving significant use, routine transport, or disposal of hazardous substances. Project construction activities may include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, State, and local laws, including California Division of Occupational Safety and Health (Cal/OSHA) requirements. It is anticipated that a minor level of transport, use, and disposal of hazardous materials and wastes would occur that are typical of construction projects.

During project operations, widely used hazardous materials common at residential uses include cleaners, pesticides, and food waste would be present. The remnants of these and other products are disposed of as household hazardous waste that are prohibited or discouraged from being disposed of at local landfills. Regular operation and maintenance of the project structures would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Additionally, the project site is not included on the list of hazardous waste sites (Cortese List) compiled by the California Department of Toxic Substances Control (DTSC) pursuant to Government Code Section 65962.5 and therefore would not release known hazardous materials due to ground-disturbing activities.[43] Project impacts associated with the routine transport and use of hazardous materials or wastes would be less than significant and no mitigation would be required.

Impact IX.b) Less Than Significant Impact. The proposed project would involve the minor use of hazardous materials typically required during construction and operations. However, the proposed project would be required to comply with applicable federal, State, and local laws pertaining to the safe handling and transport of hazardous materials, which would minimize potential spill occurrences.

The project site is not identified as a hazardous waste site with either an active or past occurrence.[44,45,46] The nearest three listed sites on EnviroStor are classified as inactive or not requiring further action. The closest sites to the project site are identified as Heritage Lake School (Elem. Sch. #2) located approximately 0.4 mile northwest (No Action Required status); New Elementary School (Elem. Sch. #6) located approximately 0.6 mile southeast (No Action Required status); and Middle School (Sch. #8), located approximately 0.7 mile east (No Action Required status).

Hillmann Consulting LLC completed a Phase I Environmental Site Assessment (Phase I ESA) on May 27, 2022, of the project site (see **Appendix F**). This assessment was performed in conformance with American Society of Testing and Materials (ASTM) Practice E1527-21. The Phase I ESA confirmed that the project site is vacant and does not contain any existing buildings or structures. As a result, the proposed project would not release asbestos-containing materials or lead-based paint typically found in buildings built prior to 1960.

According to the Phase I ESA, the project site has been utilized for agricultural operations from approximately 1953 until 2022. Hillmann collected one- 160 individual samples, which were then combined into 40 composite samples, and analyzed for Organochlorine Pesticides (OCPs) and Title 22 Metals. Results of the OCP analysis indicated that OCP analytes were not detected at levels above the laboratory reporting limits (RLs), and all RLs were significantly below EPA Regional Screening Levels (RSLs) for residential applications. For residential applications, results of Title 22 Metals analysis indicated low background levels of metals that did not exceed acceptable screening levels for residential applications.

Based on these non-detected levels of pesticides obtained within the area of concern at the site, and the low-level detections of heavy metals consist with background levels, no further investigations were recommended at this time.

Based upon the site reconnaissance, historical review, regulatory records review, and other information detailed within this report, the ESA did not identify any evidence of Recognized Environmental Conditions (RECs) or other issues in connection with the subject property and no further investigation is recommended for this site.[47] Therefore, the proposed project would not create a significant hazard to the public or the

[43] California Department of Toxic Substances Control (DTSC). 2023. EnviroStor. Hazardous Waste and Substances Site List. Website: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=menifee. Accessed February 2, 2024.
[44] Ibid.
[45] California Department of Toxic Substances Control (DTSC). 2023. DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List). Website: https://dtsc.ca.gov/dtscs-cortese-list/. Accessed February 2, 2024.
[46] California State Water Resources Control Board (State Water Board). 2023. GeoTracker. Website: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Menifee. Accessed February 2, 2024.
[47] Hillmann Consulting, LLC. 2022. Phase I Environmental Site Assessment of Salt Creek, Menifee, CA (Project Number C3-9046).

environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment and no mitigation would be required.

Impact IX.c) No Impact. There are no schools within 0.25 mile of the project site.[48] The closest schools to the project site are Ethan A. Chase Middle School at 27587 La Piedra Road, Menifee, California 92584 located approximately 0.3 mile north of the project site; and Freedom Crest Elementary School at 29282 Menifee Road, Menifee, California 92584 located approximately 0.8 mile southwest of the project site. The proposed uses are residential, which would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste that would impact nearby schools. Therefore, no impacts would occur, and no mitigation would be required.

Impact IX.d) No Impact. Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the DTSC. As stated in **Impact IX.b**, the project site is not included on the Cortese List. Therefore, the proposed project would not create a significant hazard to the public or the environment in this regard. No impacts would occur, and no mitigation would be required.

Impact IX.e) No Impact. The following airports/airstrips are located nearest the project site:

- **Perris Valley Airport:** at 2091 Goetz Road, Perris, approximately 6.1 miles to the northwest;
- **Skylark Field Airport:** at 20701 Cereal Street, Lake Elsinore, California 92530, approximately 10.2 miles to the southwest;
- **French Valley Airport:** at 37600 Sky Canyon Drive, Murrieta, approximately 8.9 miles to the south; and
- **Hemet Ryan Airport:** at 4710 West Stetson Avenue, Hemet, approximately 6.8 miles to the northeast.

The project site is not within the Airport Influence Area Boundary for Perris Valley Airport or the March Air Reserve Base,[49] and is not within 2 miles of any other public airport/public use airport or in the vicinity of a private airstrip; therefore, the proposed project would not result in an airport-/airstrip-related safety hazard for people residing or working in the project area. No impact would occur in this regard and no mitigation would be required.

Impact IX.f) Less Than Significant Impact. The proposed project would not interfere with existing emergency evacuation plans or the adopted 2021 City of Menifee Emergency Operations Plan.

The City of Menifee collaborates with local and regional emergency service organizations and personnel to conduct simulated emergency response exercises throughout the year. The City of Menifee and Menifee Police Department routinely coordinate with Riverside County/CAL Fire, Riverside County Emergency Management Department, and the local utility providers to discuss methods and response plans for various emergency scenarios that could potentially present themselves within the region. According to the General Plan Safety Element, the project site would utilize Simpson Road, Lindenberger Road, Domenigoni Parkway, Menifee Road, SR-79, and I-215 during an evacuation.[50] Additionally, the proposed project site would include three access points (one via Simpson Road and two via Briggs Road) and would include an internal circulation system that would allow for emergency vehicles and customer movement/evacuation

[48] City of Menifee. 2013. Exhibit S-4 Critical Facilities. Website: https://www.cityofmenifee.us/DocumentCenter/View/1034/S-7_CriticalFacilities_HD0913?bidId=. Accessed May 2, 2024.
[49] Riverside County Airport Land Use Commission (ALUC). 2021. Current Compatibility Plans. Website: https://rcaluc.org/riverside-county-airport-land-use-compatibility-plan. Accessed May 2, 2024.
[50] City of Menifee. 2013. Exhibit S-9 Evacuation Routes. Website: https://www.cityofmenifee.us/DocumentCenter/View/14711/Evacaution-Routes. Accessed May 2, 2024.

in case of an emergency. Therefore, impacts to an emergency response plan would be less than significant and no mitigation would be required.

Impact IX.g) Less Than Significant Impact. The project site is not located within a Very High Fire Hazard Severity Zone, as identified on CAL FIRE's Fire Hazard Severity Zone (FHSZ) Viewer[51] and Menifee General Plan Exhibit S-6, High Fire Hazard Areas.[52]

The proposed project would be subject to compliance with the California Code of Regulations Title 24 Parts 2 and 9–Fire Codes and California Public Resources Code Sections 4290-4299 and General Code Section 51178. The proposed project would also be subject to compliance with regulations pertaining to fire protection, including MMC Chapter 8.20, *Fire Code*. Further, it is the City's goal (Goal S-4) for a community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires. To this end, the proposed project would be subject to compliance with the following City policies:

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.

The Riverside County Fire Department (RCFD) provides fire protection and emergency medical response services in the City of Menifee. The nearest fire station to the project site is Fire Station No. 76 located approximately 1.3 miles southeast at 29950 Menifee Road, California 92584. In coordination with the RCFD and CAL FIRE, the RCFD would evaluate the project to determine the necessary fire prevention features. Following compliance with the established local and State regulatory framework discussed above, the proposed project would not expose people or structures to a significant risk involving wildland fires. Impacts would be less than significant in this regard and no mitigation would be required.

Mitigation Measures

No mitigation is required.

[51] California Department of Forestry and Fire Protection (CAL FIRE). 2021. FRAP FHSZ Viewer. Website: https://egis.fire.ca.gov/FHSZ/. Accessed May 2, 2024.

[52] City of Menifee. 2013. Figure S-6 High Fire Hazard Areas. Website: https://www.cityofmenifee.us/DocumentCenter/View/1033/S-6_HighFireHazardAreas_HD0913?bidId=. Accessed May 2, 2024.

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

Sources

Menifee General Plan Safety Element Exhibit S-5, “Flood Hazards,” Menifee General Plan Draft EIR, and JLC Engineering and Consulting, Inc. Hydrology and Hydraulic Study Tract Map 386625, JLC Engineering and Consulting, Inc. Project-Specific Water Quality Management Plan (**Appendix G**).

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.

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

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.

Analysis of Project Effect and Determination of Significance:

Impacts X.a, X.c (i)–X.c (iv), X.e) Less Than Significant Impact.

SHORT-TERM CONSTRUCTION

The project's construction-related activities would include excavation, grading, and trenching, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Construction-related erosion effects would be addressed through compliance with the NPDES program's Construction General Permit. Construction activity subject to this General Permit includes any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than 1 acre. Given that the proposed project would disturb an area greater than 1.0 acre, it would be subject to this General Permit.

To obtain coverage under the General Permit, dischargers are required to file with the State Water Board the Permit Registration Documents (PRDs), which include a Notice of Intent (NOI) and other compliance-related documents. The General Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion control and sediment control BMPs that would meet or exceed General Permit-required measures to control potential construction-related pollutants. MMC Chapter 15.01, *Storm Water/Urban Runoff*, addresses stormwater and runoff pollution control and is intended to reduce the quantity of pollutants being discharged to waters of the United States. MMC Section 15.01.015(B)(1) specifies that any person performing construction work in the City shall comply with the provisions of MMC Chapter 15.01 and control stormwater runoff so as to prevent any likelihood of adversely affecting human health or the environment.[53] The Director of Public Works would identify the BMP's that may be implemented to prevent such deterioration and the manner of implementation. Documentation on the effectiveness of BMP's implemented to reduce the discharge of pollutants to the MS4 would be required when requested by the Director of Public Works. Further, the project proposes hardscapes throughout a large portion of the project site, which would stabilize soils and contain them on-site as compared to the current undeveloped condition. Following compliance with NPDES and MMC requirements, the proposed project's construction-related activities would not violate water quality or waste discharge requirements. Additionally, the proposed project would implement underground storage basins and a water quality swale that would assist in the retention and collection of water runoff from hardscapes. This would reduce the potential for degradation of surface or groundwater quality. As such, a less than significant impact would occur in this regard and no mitigation is required.

[53] City of Menifee. 2023. Menifee Municipal Code 15.01.015 – Storm Water/Urban Runoff. Website: https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-11726#JD_15.01.015. Accessed May 2, 2024.

LONG-TERM OPERATIONS

Urban stormwater runoff is covered under the municipal permit for Riverside County, the NPDES MS4 Permit for stormwater and non-stormwater discharges from the MS4 within the Riverside County Flood Control and Water Conservation District (CAS618033, Order No. R8-2010-0033).[54] The City of Menifee is a Co-Permittee (Discharger) under the MS4 Permit. Each Co-Permittee is required to ensure that an appropriate Water Quality Management Plan (WQMP) is prepared for "New Development" (and "Significant Redevelopment") projects for which a map or permit for discretionary approval is sought. The New Development category includes new developments that create 10,000 square feet or more of impervious surface (collectively over the entire project site) including commercial and mixed-use development requiring a Final Map, among other types of projects. The proposed project would create more than 10,000 square feet of impervious surface area; as such, a WQMP was prepared. The WQMP is required to include site design (including, where feasible, LID principles), Source Control and Treatment Control elements to reduce the discharge of pollutants in urban runoff. The project proposes to construct a storm drain system with catch basins for runoff collection. Discharge from the project site would collect and detain runoff from the northern boundary of the site, through the center of the site and would flow to two bioretention basins with a modular wetland unit (MWS) for water quality treatment. The bioretention basins contain an overflow outlet to discharge excess flows from the site into the Salt Creek Channel. These basins have been sized to handle a 100-year storm flow capacity. As a part of the proposed project, an 8.71-acre open space vegetated area on the southern portion of the site would serve as a bioretention area for urban runoff.

Additionally, MMC Section 15.01.015(C) specifies that new development projects shall control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The Director of Public Works would identify the BMP's that may be implemented to prevent such deterioration and identify the manner of implementation. Documentation on the effectiveness of BMP's implemented to reduce the discharge of pollutants to the MS4 is required when requested by the Director of Public Works. Following compliance with the existing water quality regulatory framework (i.e., NPDES and MMC), including implementation of BMP's specified in the project WQMP, project operations would not violate water quality or waste discharge requirements. A less than significant impact would occur, and no mitigation is required.

Impact X.b) Less Than Significant Impact. If the project were to remove an existing groundwater recharge area or substantially reduce runoff that results in groundwater recharge such that existing wells would no longer be able to operate, a potentially significant impact could occur. According to the *Project-Specific WQMP*, by JLC Engineering and Consulting, Inc. (**Appendix G**), groundwater levels on the project site were encountered at approximately 12 to 15 feet below the ground surface; however, in conjunction with a larger groundwater evaluation, groundwater was encountered at approximately 6 to 18 feet below the ground surface in the parcels adjacent to the eastern side of the project site. The proposed project would be provided water services by the EMWD and would not utilize groundwater during operation. Additionally, groundwater recharge ponds are located approximately 2,800 feet to the northeast of the project site. The ponds cover an area of approximately 100 acres. These groundwater recharge ponds affect the groundwater elevations in the vicinity of the project site. In addition, four infiltration tests were conducted, and the observed infiltration rate was 1.9 inches/hour for the clay soil present on-site.

The project site is located in the Santa Ana Watershed Region of Riverside County. Buildout of the proposed project would increase impermeable areas within project boundaries and thus could cause decreased groundwater infiltration rates. As stated above, discharge from the project site would collect and detain runoff from the northern boundary of the site, through the center of the site and would flow to two bioretention basins for water quality treatment. The bioretention basins contain overflow outlets to discharge excess flows from the site into the Salt Creek Channel. Additionally, a total of 1.47-acre vegetated open space area on the southeastern and southwestern portion of the site would serve as a

[54] Riverside County. 2013. Amending Order No. R8-2013-0024, NPDES No. CAS 618033. Website: https://content.rcflood.org/downloads/NPDES/Documents/SA_Other/R8-2013-0024_Final.pdf. Accessed May 2, 2024.

bioretention area for runoff. Reclaimed water would be used for the nonpotable water demands for the project. Development projects built pursuant to the General Plan would comply with the MS4 Permit. The proposed project would not substantially reduce runoff that results in groundwater recharge and would not significantly impact local groundwater recharge. Impacts would be less than significant, and no mitigation is required.

Impact X.d) Less Than Significant Impact. According to the FEMA Flood Hazard Map, the project site is located in Zone A.[55] Zone A corresponds to the 100-year flood hazard areas Without Base Flood Elevation.[56]

Other flood hazards for the City include dam inundation in the event of a catastrophic failure, such as seismically induced dam failure. The California Division of Dam Safety monitors the structural safety of dams that are greater than 25 feet high or have more than 50 acre-feet of storage capacity. Parts of Menifee are within existing dam inundation areas for three dams at Diamond Valley Lake, one dam at Canyon Lake, and one at Lake Perris Reservoir.[57] Diamond Valley Lake is located approximately 4.9 miles southeast of the project site, Canyon Lake is located approximately 5.3 miles west of the project site, and Perris Reservoir is located approximately 9.5 miles north of the project site. The design and construction of the dams for earthquake resistance, in combination with continued monitoring by the California Division of Dam Safety reduces risks of dam failure due to earthquakes. Dam inundation impacts would be less than significant. Additionally, the project site is located approximately 33 miles from the Pacific Ocean. Given the distance from the coast and the previously mentioned dams, the potential for inundation by a large catastrophic tsunami is extremely low. Therefore, potential impact concerning release of pollutants due to inundation from flood, tsunami, or seiche are considered less than significant and no mitigation would be required.

Mitigation Measures

No mitigation is required.

[55] Federal Emergency Management Agency (FEMA). 2018. FEMA Flood Map, Menifee Map 06065C2060H. Website: https://msc.fema.gov/portal/search?AddressQuery=29680%20Simpson%20Rd%2C%20Menifee%2C%20CA%2092585#searchresultsanchor. Accessed May 2, 2024.

[56] City of Menifee. 2013. Exhibit S-5 Flood Hazards. Website: https://www.cityofmenifee.us/DocumentCenter/View/1032/S-5_FloodHazards_HD0913?bidId=. Accessed May 2, 2024.

[57] California Department of Water Resources (DWR). 2021. Dam Breach Inundation Web Publisher. Website: https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2. Accessed May 2, 2024.

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

Sources

Menifee General Plan, Menifee General Plan EIR, Menifee General Plan and Land Use Map; and 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-1.5 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 subregional 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.

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.

Policy LU-2.2 Encourage vertical and horizontal integration of uses where feasible on properties in EDCs.

Analysis of Project Effect and Determination of Significance

Impact XI.a) No Impact. An example of a project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The project proposes a residential development and open space area that would be located near already established residential communities and within a general area that is being developed with additional residential neighborhoods. Given the project's nature, scope, and location, the proposed project would not physically divide an established community. No impact would occur in this regard and no mitigation is required.

Impact XI.b) Less Than Significant Impact. The Menifee General Plan and Land Use Map depicts the City's land use designations and indicates the project site is designated as 5.1-8 R (Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre).[58] The City Zoning Map indicates the project site is zoned as LMDR.[59] The proposed project would consist of up to 329 detached condo units. This type of development would be permitted in the 5.1-8 R land use designation and LMDR zoning classification.[60]

The proposed project would be consistent with any land use plan or with any goal or policy within the Land Use Element. Other applicable goals and policies from other elements within the General Plan that are applicable to the proposed project are included and evaluated in the applicable sections within this document. Consistency with the City's General Plan would ensure that the proposed project would not conflict with any zoning and General Plan goals and policies, as well as ensure compliance with all applicable City requirements. As such, impacts would be less than significant and no mitigation is required.

Mitigation Measures

No mitigation is required.

[58] City of Menifee. 2023. General Plan Land Use Map. Website: https://www.cityofmenifee.us/DocumentCenter/View/11043/General-Plan--Land-Use-Map---March-2020. Accessed May 2, 2024.
[59] City of Menifee. 2020. Zoning Map. Website: https://www.cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---April-2020. Accessed May 2, 2024.
[60] Ibid.

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

Sources

Menifee General Plan EIR; Menifee General Plan EIR Figure 5.11-1; Menifee General Plan ; Menifee General Plan Exhibit OSC-3: Mineral Resource Zones; and California Department of Conservation's Mines Online.

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

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

Impact XII.a-b) No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into Mineral Resource Zones (MRZs) according to the known or inferred mineral potential of the area. Under SMARA, areas are categorized into MRZs as follows:

MRZ-1 Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.

MRZ-2 Areas where the available geologic information indicates that there are significant mineral deposits or that there is a likelihood of significant mineral deposits. However, the significance of the deposit is undetermined.

MRZ-3 Areas where the available geologic information indicates that mineral deposits are inferred to exist; however, the significance of the deposit is undetermined.

MRZ-4 Areas where there is not enough information available to determine the presence or absence of mineral deposits.

There are no mineral extraction or process facilities on or near the project site.[61] The General Plan identifies MRZ-1, MRZ-3, and Urban Areas in the City of Menifee. There are no mineral extraction facilities on or near the project site and there are no known mineral resources in the site, which is designated as Urban Area.[62] An area approximately 3.5 miles northwest of the site is identified as an MRZ-1 area. However, this area is mostly developed with residential dwelling units and there are no signs of mining activities. Implementation of the proposed project would not deplete mineral deposits or involve mining activities. Furthermore, the project site is not located in an area identified as a locally important mineral resource recovery site and is not a mining area. Therefore, the proposed project would not result in the loss of availability of a known mineral resource. No impacts would occur and no mitigation would be required.

Mitigation Measures

No mitigation is required.

[61] California Department of Conservation. 2016. Mines Online. Website: https://maps.conservation.ca.gov/mol/index.html. Accessed May 2, 2024.

[62] City of Menifee. 2013. Exhibit OSC-3 Mineral Resource Zones. Website: https://www.cityofmenifee.us/DocumentCenter/View/1084/ExhibitOSC-3_Mineral_Resource_Zones_HD0913?bidId=. Accessed May 2, 2024.

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

Sources

Menifee General Plan, Noise Element; Tentative Tract Map (TTM) No. 39625 Noise Impact Analysis, Vista Environmental, November 1, 2023; Transportation and Construction-Induced Vibration Guidance Manual, Caltrans, April 2020; Highway Traffic Noise: Analysis and Abatement Guidance, United States Department of Transportation (USDOT), December 2011; see **Appendix H**.

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:

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 L_{eq} (10 minute) 55 L_{eq} (10 minute)	 45 L_{eq} (10 minute) 65 L_{eq} (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 designed with adequate noise abatement measures.

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

Policy N-1.12 Minimize potential noise impacts associated with the development of mixed-use projects (vertical or horizontal mixed-use) where residential units are located above or adjacent to noise-generating uses.

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

City of Menifee Municipal Code

The City of Menifee Municipal Code establishes the following applicable standards related to noise.

Section 8.01.010–Hours of Construction
Any construction within the City located within one-fourth mile from an occupied residence shall be permitted Monday through Saturday, except nationally recognized holidays, 6:30 a.m. to 7:00 p.m. There shall be no construction permitted on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.

Section 9.09.020–General Exemptions
Sound emanating from the following sources are exempt from the provisions of this chapter:

H. Property maintenance, including, but not limited to, the operation of lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of 7:00 a.m. and 8:00 p.m.;

I. Motor vehicles (factory equipped), other than off-highway vehicles. This exemption does not include sound emanating from motor vehicle sound systems;

J. Heating and air conditioning equipment in proper repair; and

K. Safety, warning and alarm devices, including but not limited to, house and car alarms, and other warning devices that are designed to protect public health, safety and welfare.

Section 9.09.030 – Construction-related Exemptions
Exemptions may be requested from the standards set forth in Section 9.09.040 or 9.09.060 of this chapter and may be characterized as construction-related, single event or continuous events exceptions.

A. Private construction projects, with or without a building permit, located one-quarter of a mile or more from an inhabited dwelling.

B. Private construction projects, with or without a building permit, located within one-quarter of a mile from an inhabited dwelling, provided that:

1. Construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. the following morning during the months of June through September; and

2. Construction does not occur between the hours of 6:00 p.m. and 7:00 a.m. the following morning during the months of October through May.

C. Construction-related exemptions. A construction-related exemption shall be considered either a minor temporary use or a major temporary use as defined in Chapter 9.06 of this code. An application for a construction-related exception shall be made using the temporary use application provided by the Community Development Director in Chapter 9.06 of this code. For construction activities on Sunday or nationally recognized holidays, Section 8.01.010 shall prevail.

Section 9.09.050–General Sound Level Standards
No person shall create any sound, or allow the creation of any sound, on any property that causes the exterior and interior sound level on any other occupied property to exceed the sound level standards set forth in Table 1 [of the Municipal Code].

Section 9.09.070–Special Sound Sources Standards
The general sound level standards set forth in Section 9.09.040 apply to sound emanating from all sources, including the following special sound sources, and the person creating, or allowing the creation of, the sound is subject to the requirements of that section. The following special sound sources are also subject to the following additional standards, the failure to comply with which constitute separate violations of this chapter.

A. Motor vehicles
3. Power tools and equipment. No person shall operate any power tools or equipment between the hours of 7:00 p.m. and 7:00 a.m. the following morning during the months of June through September and 6:00 p.m. and 7:00 a.m. the following morning during the months of October through May such that the power tools or equipment are audible to the human ear inside an inhabited dwelling other than a dwelling in which the tools or equipment may be located. No person shall operate any power tools or equipment at any other time such that the power tools or equipment are audible to the human ear at a distance greater than 100 feet from the power tools or equipment.

Refer to **Appendix H** Noise Impact Analysis report for discussions concerning noise fundamentals and the regulatory setting, as well as modeling results summary tables, and modeling output files.

Analysis of Project Effect and Determination of Significance:

Impacts XIII.a-b) Less Than Significant Impact.

SHORT-TERM CONSTRUCTION
The construction activities for the proposed project are anticipated to include site preparation and grading of up to 51.2 acres of the 55.4 gross acre project site that would include import of approximately 343,000 cubic yards of dirt to the project site, building construction of up to 329 detached condo units, paving of the on-site roads, sidewalks and hardscapes and extension of Briggs Road along the eastern edge of the project site, and application of architectural coatings. Construction activities would primarily create noise impacts from haul truck trips on the nearby roadways and from off-road equipment operating on the project site that have been analyzed separately below.

Haul Trucks on Nearby Roads
Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed project would not alter the speed limit on any existing roadway so the proposed project's potential off-site noise impacts have been focused on the noise impacts associated with the change of volume of traffic and the change in number of trucks in the traffic flow that would occur during the import of dirt to the project site. The Air Quality Analysis found that the import of dirt

would generate up to 287 haul truck trips per day, which would represent 3.4 percent of the 8,500 daily trips that current travel on Simpson Road in the vicinity of the project site.

Neither the General Plan nor the Municipal Code defines what constitutes a "substantial permanent increase to ambient noise levels." As such, this impact analysis has utilized threshold guidance from the Federal Transit Administration (FTA). Since it is not known at this time the path of travel the haul trucks with the imported dirt would utilize, a worst-case analysis has been provided, that analyzes 100 percent of the haul truck trips traveling west on Simpson Road and 100 percent of the haul truck trips traveling east on Simpson Road. The potential off-site haul truck noise impacts created during construction of the proposed project have been analyzed through utilization of the Federal Highway Administration (FHWA) model. The modeling results show that the proposed project's construction-related noise created from the haul trucks importing dirt to the project site would range up to 66.5 dBA CNEL as measured at the nearest sensitive receptors. These noise levels would not exceed the FTA construction noise 30-day average threshold criteria of 75 dBA L_{dn} for residential receptors. In addition, these resulting traffic noise levels would exceed documented existing traffic noise levels by only 0.1 dBA, which is a less than perceptible increase in outdoor environments. Therefore, the vehicular traffic generated by construction of the proposed project would not result in a substantial permanent increase in ambient noise levels. Impacts would be less than significant.

Off-road Construction Equipment Operating On-site

Noise impacts from off-road construction equipment associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors to the project site are residents at the single-family homes on the west side of the project site, located as near as 12 feet west of the project site. There are also single-family homes on the north side of Simpson Road that are located as near as 120 feet north of the project site.

Section 9.09.030(B) of the City's Municipal Code exempts noise sources associated with new, private construction projects located within one-quarter of a mile from an inhabited dwelling from the City's noise standards provided construction activities do not occur either: (1) Between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; or (2) Between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities and even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby residents. Therefore, in order to determine whether the proposed construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria thresholds have been utilized, which shows that a significant construction noise impact would occur if construction noise exceeds 80 dBA during the daytime at any of the nearby homes.

Construction noise levels to the nearby sensitive receptors have been calculated through use of the Roadway Construction Noise Model (RCNM) construction noise model.

The modeling results show that the greatest noise impacts would occur during the site preparation and grading phases, with noise levels as high as 61 dBA L_{eq} at the nearest homes to the west. All calculated construction noise levels as measured at the nearest sensitive receptors are below the FTA daytime construction noise standard of 80 dBA, averaged over eight hours as well as below the 30-day average standard of 75 dBA L_{dn}.

In addition, existing ambient noise levels in the project vicinity were documented through an ambient noise monitoring effort to range up to 69.9 dBA CNEL, with recorded maximum noise levels ranging up to 68.7 dBA L_{max}. Therefore, if project construction activities are restricted to the allowable construction times provided in Section 9.09.030(B) of the City's Municipal Code, these modeled highest construction noise levels would not exceed existing ambient noise levels that are documented around the project border near off-site sensitive receptors.

Therefore, through adherence to the allowable construction times provided in Section 9.09.030(B) of the City's Municipal Code, the construction activities for the proposed project would not create a substantial temporary increase in ambient noise levels that are in excess of applicable noise standards. Construction noise impacts would be less than significant.

Vibration

Vibration impacts from construction activities associated with the proposed project would typically be created from the operation of heavy off-road equipment. The nearest sensitive receptors to the project site are residents at the single-family homes on the west side of the project site, located as near as 12 feet west of the project site.

Since neither the Municipal nor the General Plan provide a quantifiable vibration threshold for temporary construction activities, guidance from the Transportation and Construction-Induced Vibration Guidance Manual, prepared by Caltrans, April 2020, has been utilized, which defines the threshold of perception from transient sources such as off-road construction equipment at 0.25 inch per second peak particle velocity (PPV).

The primary source of vibration during construction would be from the operation of a bulldozer. A large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest off-site home (12 feet to the west) would be 0.20 inch per second PPV. The vibration level at the nearest off-site home would be below the 0.25 inch per second PPV threshold detailed above. Impacts would be less than significant.

LONG-TERM OPERATIONS

The proposed project would consist of the development of up to 329 detached condo units that would include approximately 9.3 acres of open space area of which 4.9 acres in the southern portion of the project site would be designated as a City Park and would include a combination of tennis/pickle ball courts, grass playfields, tot lots, sitting areas with possible shade structures, walkways and a parking lot. Potential noise impacts associated with the operations of the proposed project would be from project-generated vehicular traffic on the nearby roadways and from activities at the proposed City Park that may create exterior and interior noise levels in excess of City standards at the proposed homes. In addition, the proposed development would be adjacent to Simpson Road and Briggs Road, which may create exterior and interior noise levels in excess of City standards at the proposed homes. The noise impacts to the nearby existing homes and proposed homes have been analyzed separately below.

Roadway Vehicular Noise Impacts to Nearby Existing Homes

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed project does not propose any uses that would require a substantial number of truck trips and the proposed project would not alter the speed limit on any existing roadway so the proposed project's potential off-site noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed project.

Neither the General Plan nor the Municipal Code defines what constitutes a "substantial permanent increase to ambient noise levels." As such, this impact analysis has utilized threshold guidance from the FTA. The FTA standards are provided in Table A from the Noise Impact Analysis report. As shown in the table below, the allowable cumulative noise level increase created from a project would range from 0 to 7 dBA, which is based on the existing (ambient) noise levels in the project vicinity. The justification for the sliding scale is that people already exposed to high levels of noise should be expected to tolerate only a small increase in the amount of noise in their community. In contrast, if the existing noise levels are quite low, it is reasonable to allow a greater change in the community noise for the equivalent difference in annoyance.

Table A: FTA Project Effects on Cumulative Noise Exposure

Existing Noise Exposure (dBA L_{eq} or L_{dn})	Allowable Noise Impact Exposure dBA L_{eq} or L_{dn}		
	Project Only	Combined	Noise Exposure Increase
45	51	52	+ 7
50	53	55	+ 5
55	55	58	+ 3
60	57	62	+ 2
65	60	66	+ 1
70	64	71	+ 1
75	65	75	0
Source: Federal Transit Administration (FTA). 2018.			

The potential off-site traffic noise impacts created by the ongoing operations of the proposed project have been analyzed through utilization of the FHWA model. The proposed project's potential off-site traffic noise impacts have been analyzed for the existing year and Opening Year 2029 scenarios that are discussed separately below.

Existing Year Conditions

The proposed project's potential off-site traffic noise impacts have been calculated through a comparison of the Existing scenario to the Existing With Project scenario. Table L from the Noise Impact Analysis report provides the modeling results comparison. The modeling results show that the proposed project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the applicable traffic noise increase thresholds. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels for the existing conditions. Impacts would be less than significant.

Table L: Existing Year Project Traffic Noise Contributions

Roadway	Segment	dBA CNEL at Nearest Receptor[1]			Increase Threshold
		Existing	Existing Plus Project	Project Contribution	
Menifee Road	North of McCall Boulevard	64.1	64.2	+ 0.1	+2 dBA
Menifee Road	South of Simpson Road	64.5	64.9	+ 0.4	+1 dBA
Menifee Road	South of Newport Road	63.0	63.1	+ 0.1	+2 dBA
Briggs Road	North of McCall Boulevard	60.3	60.5	+ 0.2	+2 dBA
Briggs Road	North of Simpson Road	57.0	58.0	+ 1.0	+3 dBA

McCall Boulevard	West of Menifee Road	67.6	67.8	+ 0.2	+1 dBA
McCall Boulevard	West of Briggs Road	59.4	60.0	+ 0.6	+3 dBA
Simpson Road	East of Menifee Road	63.8	64.5	+ 0.7	+2 dBA
Simpson Road	East of Lindenberger Road	65.2	65.9	+ 0.7	+1 dBA
Simpson Road	East of Briggs Road	66.4	66.7	+ 0.3	+1 dBA
Simpson Road	East of Leon Road	64.9	65.1	+ 0.2	+1 dBA
Newport Road	West of Menifee Road	68.8	68.9	+ 0.1	+1 dBA
Notes: 1 Distance to nearest sensitive receptors shown in Table F, does not take into account existing noise barriers.					

Opening Year 2029 Conditions

The proposed project's potential off-site traffic noise impacts have been calculated through a comparison of the Opening Year 2029 scenario to the Opening Year 2029 with project scenario. Table L=M from the Noise Impact Analysis report provides the modeling results comparison. The modeling results show that the proposed project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the traffic noise increase threshold of a greater than 1 dBA increase. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels for the Opening Year 2029 conditions. Impacts would be less than significant.

Table M: Opening Year 2029 Project Traffic Noise Contributions

Roadway	Segment	dBA CNEL at Nearest Receptor[1]			Increase Threshold
		2029 No Project	2029 Plus Project	Project Contribution	
Menifee Road	North of McCall Boulevard	66.9	67.0	+ 0.1	+1 dBA
Menifee Road	South of Simpson Road	65.8	66.2	+ 0.4	+1 dBA
Menifee Road	South of Newport Road	65.6	65.6	+ 0.0	+1 dBA
Briggs Road	North of McCall Boulevard	60.8	60.9	+ 0.1	+2 dBA
Briggs Road	North of Simpson Road	63.8	64.1	+ 0.3	+2 dBA
McCall Boulevard	West of Menifee Road	69.7	69.8	+ 0.1	+1 dBA
McCall Boulevard	West of Briggs Road	65.7	65.8	+ 0.1	+1 dBA
Simpson Road	East of Menifee Road	64.7	65.3	+ 0.6	+1 dBA

Simpson Road	East of Lindenberger Road	66.1	66.7	+ 0.6	+1 dBA
Simpson Road	East of Briggs Road	71.1	71.2	+ 0.1	+1 dBA
Simpson Road	East of Leon Road	69.9	70.0	+ 0.1	+1 dBA
Newport Road	West of Menifee Road	70.3	70.3	+ 0.0	+1 dBA
Notes: 1 Distance to nearest sensitive receptors shown in Table F, does not take into account existing noise barriers.					

Roadway Noise Impacts to Proposed Homes

The north side of the proposed project is located adjacent to Simpson Road. General Plan Noise Element Policy N1.11 discourages the siting of noise-sensitive uses that includes single-family homes in areas in excess of 65 dBA CNEL without appropriate mitigation. Since the City does not provide an interior noise standard from transportation noise sources, the Title 24 interior noise standard of 45 dBA CNEL has been utilized in this analysis.

It is anticipated that the primary source of noise impacts to the project site would be traffic noise from Simpson Road that is adjacent to the north side of the project site and from Briggs Road that is adjacent to the east side of the project site. The anticipated exterior noise levels have been calculated for backyards that are adjacent to Simpson Road and Briggs Road for representative lots. According to Highway Traffic Noise: Analysis and Abatement Guidance, prepared by USDOT, December 2011, a new residential building provides a minimum of 10 dB of noise attenuation with windows open and a minimum of 25 dB of noise attenuation with windows closed and dual-paned windows. The proposed residential structures would be required to be designed to meet the California Code of Regulations Title 24, Part 6: California's Energy Efficiency Standards that require the installation of dual-paned windows in the climate zone where the proposed project is located. Project Design Feature 1 has been included in this analysis to ensure that each townhome has a forced air heating and air conditioning system so that windows may be kept in the closed position. Table N from the Noise Impact Analysis report provides the modeling results comparison. The modeling results show that the noise levels at all analyzed homes backyards would be within the residential exterior noise standard of 65 dBA CNEL, and that the interior noise levels of all analyzed homes would be within the 45 dBA CNEL interior noise standard. Therefore, potential noise impacts to proposed residences would be less than significant.

Table N: Proposed Homes Exterior and Interior Noise Levels

Lot Number	Roadway	Exterior Backyard Noise Level[1] (dBA CNEL)	Interior Noise Levels		Exceed 60 dBA Exterior or 45 dBA Interior Threshold?
			Floor	Nosie Level (dBA CNEL)[2]	
3	Simpson Road	64	First	36	No/No
			Second	44	No/No
9	Simpson Road	63	First	35	No/No
			Second	44	No/No
14	Simpson Road	63	First	35	No/No

			Second	44	No/No
20	Simpson Road	63	First	35	No/No
			Second	44	No/No
23	Briggs Road	50	First	24	No/No
			Second	33	No/No
31	Briggs Road	51	First	24	No/No
			Second	33	No/No
202	Briggs Road	51	First	25	No/No
			Second	33	No/No

Notes:
[1] Although not shown on-site Plan, the City typically requires construction of a 6-foot-high cmu wall adjacent to Secondary and Major roadways.
[2] Interior noise level based on a 25 dB exterior to interior noise reduction rate with implementation of Project Design Feature 1 that allows for a "window closed" condition (United States Department of Transportation 2011)
Source: Federal Highway Administration (FHWA). FHWA-RD-77-108 Model.

Proposed On-site Activity Areas Noise Impacts

The proposed project includes development of a City Park that would contain a combination of tennis/pickle ball courts, grass playfields, tot lots, sitting areas with possible shade structures, walkways and a parking lot. Near the middle of the project site there would also be a recreation center that would include a pool with showers and restrooms, a shade structure and barbeque area. Section 9.09.050 of the Municipal Code limits noise impacts to 65 dBA L_{eq} at the exterior and 55 dBA L_{eq} at the interior of the nearby homes between 7:00 a.m. and 10:00 p.m. The proposed park would likely be closed or at least be limited to non-noise-creating activities, such as walkers and joggers between 10:00 p.m. and 7:00 a.m. and as such, this analysis is limited to the daytime activities and noise standards. Since the proposed homes must be constructed to meet the required California Code of Regulations Title 24, Part 6 building energy efficiency standards that require the installation of dual-paned windows as well as enhanced insulation requirements, which provides a minimum 25 dB of exterior to interior noise reduction. This analysis has utilized only the exterior noise standard, since it is not possible to exceed the interior noise standard, without also exceeding the exterior noise standard.

In order to determine the noise impacts created from the proposed grass playfields, tot lots, sitting areas and parking lot, reference noise measurements were taken of each noise source. Since the proposed park is laid out in a linear manner and each noise source is spread out, it is unlikely that any single home would be impacted by multiple noise sources from the proposed park and as such each noise source has been analyzed separately. The noise levels at the nearby homes were calculated based on standard geometric spreading of noise, which provides an attenuation rate of 6 dB per doubling the distance between source and receptor. The modeling results show that that noise from all anticipated noise sources associated with the operation of the proposed City Park would be within the City's daytime residential exterior noise standard of 65 dBA L_{eq} at the nearest home to each noise source. It should be noted that the calculated noise levels provide a worst-case analysis, since they do not account for the walls that would likely be constructed between the City Park and nearest homes. Therefore, the proposed City Park operational noise levels would result in a less than significant impact.

Impact XIII.c) Less Than Significant Impact. The nearest airport is the Perris Valley Airport that is located approximately 5.8 miles northwest of the project site. The project site is located outside of the 60 dBA CNEL noise contours of this Airport. Therefore, the proposed homes would not be exposed to excessive aircraft noise. The project site is not within 2 miles of any other public airport/public use airport or in the vicinity of a private airstrip; therefore, the proposed project would not expose people residing or working in the project area to excessive airport/airstrip-related noise levels. As such, this impact would be less than significant.

Mitigation Measures

No mitigation is required.

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

Sources

Menifee General Plan; Southern California Association of Governments (SCAG) Adopted 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal; and State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2024.

Analysis of Project Effect and Determination of Significance

Impact XIV.a) Less Than Significant Impact. As of January 1, 2024, the City's population is approximately 111,560 persons and the City's housing stock totaled 41,146 dwelling units (DUs) with approximately 2.85 persons per household (PPH).[63] The proposed project would consist of up to 329 detached condo units. Assuming 2.85 PPH, the proposed project's forecasted population growth would be approximately 938 persons.

The Menifee General Plan Land Use Map designates the project site as 5.1-8 R (single-family attached and detached residences with a density range of 5 to 8 DUs per acre. The project site is 55.41 acres in size, resulting in a unit count ranging from 277 to 443 DUs. The project proposes up to 329 DUs is within this density range and therefore the population growth was evaluated as part of the General Plan EIR and is not considered substantial in a citywide context.

According to the General Plan EIR, the City was estimated to reach a population of 158,192 at the buildout of the General Plan, an increase of 48,158 over the City's current population. According to the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, Menifee's population is projected to increase to 129,800 persons by 2045,[64] an increase of approximately 19,766 persons over 2023 conditions. This estimated increase is less than the General Plan's population estimate by 28,392 persons. Therefore, conservatively assuming that all new residents would relocate to the City from other areas, the proposed project's forecast population growth would not increase the City's population over the expected levels from either the General Plan or RTP/SCS estimations. The proposed

[63] California Department of Finance. 2024. E-5 Population and Housing Estimates for Cities, County, and the State. Website: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/. Accessed May 2, 2024.

[64] Southern California Association of Governments (SCAG). 2020. Connect SoCal Demographics and Growth Forecast Technical Report. Website: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579. Accessed May 2, 2024.

project would be considered planned growth and would result in a less than significant impact related to unplanned population growth. No mitigation is required.

Impact XIV.b) No Impact. There are no housing units or other structures on the project site; therefore, the proposed project would not displace housing or people, or require construction of replacement housing elsewhere. No impact would occur in this regard and no mitigation is required.

Mitigation Measures

No mitigation is required.

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

Sources

Menifee General Plan Safety Element; Menifee Union School District and Perris Union High School District websites, and personal correspondence with RCFD (**Appendix I**).

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

Public service letters were sent to each public service provider (fire, police, schools, and libraries) to obtain information about current department staffing, service ratios, and other information applicable to this analysis. Only one response from RCFD has been received. No other responses have been received to date. Letters and responses can be found in **Appendix I**.

Impacts XV.a) Less Than Significant Impact. The RCFD provides fire protection and emergency medical response services for the City. RCFD Station 76, which is a 7-person engine and ladder truck squad and

part or Battalion 13, is located at 29950 Menifee Road, Menifee, California 92584 approximately 2.5 miles south of the project site. Station 34, a 3-person engine squad and part of Battalion 5, is located at 32655 Haddock Street, Winchester, California 92596, and is approximately 3.3 miles east of the project site. Station 54, a 3-person engine squad and part of Battalion 1, is located at 25730 Sultanas Road, Homeland, California 92548 approximately 3.3 miles north of the project site. RCFD received approximately 13,340 calls in 2022.[65]

As mentioned above, the project's forecasted population growth was assumed as part of the General Plan buildout projections and is also within SCAG's growth assumptions for the City. Although growth associated with the project could increase the demand for fire protection and emergency medical services to the project site, existing fire facilities that would serve the project currently do not meet the average response time of four minutes.[66] To reduce the potential for fire at the site, the proposed project would be constructed with fire suppression systems in place such as fire hydrants and sprinklers in order to meet the latest fire code requirements. Furthermore, the proposed project would be subject to payment of Development Impact Fees (DIF) per Municipal Code Chapter 17.01 and other standards and conditions required by the City and County Fire, which would reduce potential impacts to a less than significant level.[67] As such, a less than significant impact would occur and no mitigation would be required.

Impacts XV.b) Less Than Significant Impact. Police protection services for the City and project site would be provided by the Menifee Police Department (MPD). MPD is a new department, authorized by City council to be created in late 2018 and officially open to serve the public July 1st, 2020. The MPD operates out of its headquarters at 29714 Haun Road, Menifee, California 92586 which is approximately 2.5 miles southwest of the project site. As with fire protection services discussed above, the project site is already within the service area of the MPD.

As mentioned above, the proposed project lies within the boundaries of the MPD service area and represents planned development, and as such would not generate the need for substantial additional police services. The additional 938 persons estimated to be added to the City's population by the proposed project's addition of up to 329 additional residential units is within SCAG's population forecast for the City and is not expected to adversely affect police services.

The MPD would be provided the opportunity to review the project's design to verify that all feasible defensible space concepts are incorporated. Defensible space concepts are a way of designing the built environment to create a safer built environment. Defensible space concepts include the strategic use of nighttime security lighting, avoidance of landscaping and fencing that limit sightlines, and use of a single, clearly identifiable point of entry. Therefore, impacts would be less than significant.

Additionally, payment of DIF are required on new developments to pay for new facilities per Municipal Code Chapter 17.01. It is anticipated that the project site would be adequately served by existing MPD facilities, equipment, and personnel such that new facilities would not be required. Additionally, development of the site would increase property tax revenues to provide a source of funding to offset any increases in the anticipated demands for public services generated by the project.

As mentioned above, the project's forecasted population growth was assumed as part of the General Plan buildout projections and is also within SCAG's growth assumptions for the City. Population growth associated with the project could increase the demand for police protection services to the project site. However, the proposed residential development would not result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. The proposed project would not have a significant impact on police response times, because the project site is within the existing police

[65] Personal communication. 2023. Email conversation with John Griffith, Fire Permit Technician/Office of the Fire Marshal, CAL FIRE/Riverside County Fire Department. July 18, 2023.
[66] Ibid.
[67] City of Menifee. 2023. Municipal Code Chapter 17.01 – Developer Impact Fees. Website: https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-31263. Accessed May 2, 2024.

service area. Therefore, project impacts concerning police protection services would be less than significant and no mitigation is required. Additionally, the project does not propose, and would not create a need for, new/physically altered police protection facilities; thus, less than significant environmental impacts would occur in this regard and no mitigation would be required.

Impacts XV.c) Less Than Significant Impact. The project site is within the jurisdiction of the Romoland School District and Perris Union High School District. The student population growth associated with the project could increase the demand for school facilities/services, as shown in Table 8 below.

Table 8: Proposed Project Student Generation

District/Grade Levels	RSD (K-5) Elementary	RSD (6-8) Middle School	PUHSD (9-12) High School	Total (K-12)
Rate[1,2]	0.3532	0.0949	0.1587	0.6806
Students	117	32	51	200

[1] Koppel & Gruber. 2022. Romoland School District 2022 Development Fee Justification Study. Website: https://www.romoland.net/cms/lib/CA01902709/Centricity/Domain/22/SFNA%2021.22.pdf. Accessed May 2, 2024.
[2] Koppel & Gruber. 2023. Perris Union High School District School Fee Justification Study. Website: https://perrishsdpublic.ic-board.com/Attachments/96176b36-3909-4ee3-8edf-3001ea0328e1.pdf. Accessed May 2, 2024.

However, the proposed project would be subject to payment of school impact fees in accordance with SB 50. Pursuant to Government Code Section 65995(3)(h), "payment of statutory fees is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property. . . ." Therefore, project impacts to schools would be less than significant and no mitigation is required. Additionally, the project does not propose, and would not create a need for, new/physically altered school facilities; thus, less than environmental impacts would occur in this regard and no mitigation would be required.

Impact XV.d–e) Less Than Significant Impact. The proposed project consists of the construction of up to 329 residential units. As mentioned above, the proposed project's forecasted population growth was assumed as part of the General Plan buildout projections and is within SCAG's growth assumptions for the City. Although the proposed project would bring new residents to the general area, the use of parks and other facilities such as libraries and hospitals has been accounted for in the General Plan. Additionally, the proposed project would be subject to DIF in order to avoid impacts to libraries and health services in the City. The proposed residential development would not significantly increase the demand for such services. A less than significant impact would occur and no mitigation would be required.

Mitigation Measures

No mitigation is required.

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

Sources

Menifee General Plan and Menifee General Plan Draft EIR. 2024. Department of Finance.

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.

Policy OSC-1.2 Require a minimum of five acres of public open space to be provided for every 1,000 City residents.

Policy OCS-1.3 Locate and distribute parks and recreational facilities throughout the community so that most residents are within walking distance (1-half mile) of a public open space.

Policy OCS-1.4 Enhance the natural environment and viewsheds through park design and site selection while preserving sensitive biological, cultural, and historic resources.

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

Analysis of Project Effect and Determination of Significance

Impact XVI.a) Less Than Significant Impact. The proposed project would construct up to 329 residential units, generating approximately up to 938 residents, averaging 2.85 PPH.[68] The proposed project would include a total of 8.71 acres of open space, including an approximately 5-acre public park, and a pool facility for residents' use. With the addition of the proposed public park and open space, the proposed project would not generate population such that there would be a substantial physical deterioration of a park facility or accelerate deterioration of said facility.

[68] California Department of Finance. 2024. E-5 Population and Housing Estimates for Cities, County, and the State. Website: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/. Accessed May 2, 2024.

As specified in the MMC, the City requires dedication of land for park or recreation facilities, or payment of fees in lieu thereof (or a combination of both), incidental to and as a condition of approval for a tentative or parcel map. The MMC specifies that dedication of land/Quimby Fees for park or recreational purposes shall be at the rate of 5.0 acres per 1,000 residents. The City currently contains 329.52 acres of parkland and a population of 106,627, giving it a park-to-resident ratio of 3.09 acres of parkland per 1,000 residents, which is less than the target of 5 acres per 1,000 residents.[69],[70] While the City does not meet its target parkland ratio, this is a pre-existing condition that would not be triggered by the development of the proposed project, which is consistent with the planned development and population growth of the City. The proposed project would provide a total of 8.71 acres of open space and recreational park for up to 938 residents, which would meet the 5 acres per 1,000 resident target ratio compliant with the MMC and Parks Master Plan, and thus would not further increase the City's parkland deficit. Therefore, impacts would be less than significant. No mitigation is required.

Impact XVI.b) Less Than Significant Impact. The proposed project would include a total of 8.71 acres of open space, including an approximately 5-acre public park along the southern boundary of the project site adjacent to the Salt Creek Flood Channel (Exhibit 4, Conceptual Park Plan). The proposed park would provide future residents with walking trails with distance markers and benches, large open turf areas for play, play stations with equipment, a traditional play structure, tennis/pickleball combination courts, and an overhead shelter with picnic tables, a barbecue station, a restroom building and parking lot. The proposed park's trail system would connect to the existing Olive Avenue trail network, which would provide access to the Mahogany Creek Park and Trailway east of the project site.

Goals, policies, and actions in the General Plan, along with existing federal, State, and local regulations, would mitigate potential adverse impacts to the environment that may result from the construction of parks, and hiking trails pursuant to the proposed project. Therefore, the proposed project would not result in significant impacts relating to new or expanded recreational facilities. Impacts would be less than significant. No mitigation is required.

Mitigation Measures

No mitigation is required.

[69] City of Menifee. 2023. Parks Master Plan. Website: https://www.cityofmenifee.us/DocumentCenter/View/17512/Menifee-Parks-Master-Plan-Update-2023---Draft. Accessed May 2, 2024.

[70] 329.52/106.627 = 3.09

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

Sources

Menifee General Plan; Menifee Development Code; City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled; Salt Creek (TTM No. 38625, RTP 23-039) Traffic Analysis (Urban Crossroads 2023); Salt Creek (TTM No. 38625, RTP 23-039) Vehicle Miles Traveled (VMT) Screening Evaluation (Urban Crossroads, 2022) (see **Appendix J).**

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-2.3 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.

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

Policy C-3.3 Provide additional development-related incentives to projects that promote transit use.

Analysis of Project Effect and Determination of Significance

Impact XVII.a): Less Than Significant Impact. Although LOS is no longer a CEQA issue, LOS is discussed in the City's General Plan and is provided here for informational purposes.

A Traffic Analysis (TA) was prepared for the proposed project by Urban Crossroads on November 8, 2023, and is included in **Appendix J**. The TA evaluated the potential circulation system deficiencies that may result from the development of the proposed project, and, where necessary, recommended improvements to achieve acceptable operations consistent with General Plan LOS goals and policies. The TA was prepared in accordance with the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (updated January 2022), the City's Level of Service (LOS) Traffic Study Guidelines (revised October 2020), and in consultation with City staff. The intersection LOS analysis is based on the traffic volumes observed during the peak-hour conditions using traffic count data collected in October 2021.

The TA analyzed the weekday AM peak-hour (between 7:00 a.m. and 9:00 a.m.) and weekday PM peak-hour (between 4:00 p.m. and 6:00 p.m.)

Table 9 below presents the daily and peak-hour trip generation for the project. As indicated in Table 9, the project is anticipated to generate approximately 3,112 Average Daily Traffic (ADT), including an estimated 231 AM peak-hour trips and 310 PM peak-hour trips.

Table 9: Project Trip Generation Summary

Land Use	Quantity Units	AM Peak-hour			PM Peak-hour			Daily
		In	Out	Total	In	Out	Total	
Single-Family Detached Residential	330 DU	60	171	231	195	115	310	3,112

Notes:
DU = Dwelling Units
Source: Urban Crossroads. 2023. Salt Creek (TTM No. 38625, RTP 23-039) Traffic Analysis. Table 4-1.

Intersection Analysis
Traffic operations of roadway facilities are described using LOS, which is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined, ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity,

an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow. Policy C-1.2 of the City of Menifee General Plan, listed above, requires development to mitigate its traffic impacts and achieve a peak-hour LOS D or better at intersections, except at constrained intersections at close proximity to the I-215, where LOS E may be permitted. Therefore, any intersection operating at LOS E or F would be considered deficient.

The 12 study area intersections listed below were selected for evaluation in the traffic study based on consultation with City of Menifee staff:

1. I-215 South Bound Ramps and Newport Road
2. I-215 North Bound Ramps and Newport Road
3. Antelope Road and Newport Road
4. Menifee Road and McCall Boulevard
5. Menifee Road and Simpson Road
6. Menifee Road and Newport Road
7. Lindenberger Road and Simpson Road
8. Street A and Simpson Road
9. Briggs Road and McCall Boulevard
10. Briggs Road and Simpson Road
11. Leon Road and Simpson Road
12. Winchester Road (SR-79) And Simpson Road

Intersection Analysis
Potential deficiencies to traffic and circulation were assessed for each of the following conditions in the traffic study:

- Existing (2023) Conditions
- Existing plus Project (E+P) Conditions
- Opening Year (2029) Without Project Conditions
- Opening Year (2029) With Project Conditions

Under Existing (2023) and E+P Conditions, the study area intersections would operate at an acceptable LOS during the peak-hours.

The following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year (2029) Without Project traffic conditions:

- Antelope Road and Newport Road (No. 3) – LOS E AM peak-hour; LOS F PM peak-hour
- Menifee Road and McCall Boulevard (No. 4) – LOS F AM and PM peak-hours
- Menifee Road and Newport Road (No. 6) – LOS F AM and PM peak-hours
- Briggs Road and Simpson Road (No. 10) – LOS F AM and PM peak-hours
- Leon Road and Simpson Road (No. 11) – LOS F AM and PM peak-hours

With the addition of project traffic, there are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak-hours, under Opening Year (2029) With Project traffic conditions.

Proposed project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the

development to construct improvements. Detailed fair share calculations, for each peak-hour, have been provided in Table 7-1 of the traffic study for the applicable deficient study area intersection and for each applicable phase. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

Site Adjacent and Site Access Recommendations
The TA provides recommendations based on the minimum improvements needed to accommodate site access and maintain acceptable peak-hour operations for the proposed project, which are included as conditions of approval COA TRAN -1 through COA TRAN-4.

Queueing Analysis at the Project Driveways
A queueing analysis was conducted at the study area intersections for Opening Year (2029) With Project traffic conditions to ensure 95th percentile queues would not result in any spillback over existing or proposed adjacent intersections. The analysis was conducted for the weekday AM and weekday PM peak-hours. No queueing issues are anticipated at the project access points.

Traffic Signal Warrants
Traffic signal warrants for Existing traffic conditions are based on existing peak-hour intersection turning volumes. The following unsignalized study area intersection currently meets a traffic signal warrant for Existing (2023) traffic conditions:

- Briggs Road and Simpson Road (No. 10)

There are no additional unsignalized study area intersections anticipated to meet a traffic signal warrant under E+P traffic conditions, in addition to the intersection identified under Existing (2023) traffic conditions.

Traffic signal warrants have been performed for Opening Year (2029) traffic conditions based on peak-hour intersection turning movements volumes or planning level (ADT) volumes. There are no study area intersections anticipated to meet a traffic signal warrant under Opening Year (2029) Without Project and With Project traffic conditions.

Transit Service
The study area is currently served by Riverside Transit Agency (RTA) with bus service along Newport Road, Menifee Road, and Antelope Road. RTA Route 74 could potentially serve the project if service is extended along Newport Road in the vicinity of the project site. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

Bicycle and Pedestrian Facilities
There is a proposed Class I Subregional Route (off-road bike trail) located along the Salt Creek Channel. There are proposed Class II Community On-Street Bike Lanes along Lindenberger Road, Simpson Road, and Briggs Road within the vicinity of the project site.

There are existing sidewalks located along portions of Briggs Road and Simpson Road. Field observations indicate moderate pedestrian and bicycle activity within the study area.

The proposed project would be required to implement project design features COA TRAN-1 through COA TRAN-4, which would ensure that the proposed project would have adequate site access and would maintain acceptable peak-hour operations. With the implementation of COA TRAN-1 through COA TRAN-4, the proposed project would not conflict with an applicable plan, ordinance, or policy establishing

measures of effectiveness for the performance of the circulation system. Impacts would be less than significant.

Impacts XVII.b): Less Than Significant Impact. The City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (updated January 2022) documents the City's VMT analysis methodology and approved impact thresholds. The VMT analysis presented below has been developed based on the newly adopted City Guidelines. The analysis utilized the Western Riverside Council of Governments (WRCOG) VMT Screening Tool, which allows users to input an APN to determine whether a project's physical location meets one or more of the screening thresholds for land use projects identified in the City Guidelines. Screening criteria is broken into three steps:

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

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

TPA Screening
Projects located within a TPA (i.e., within 0.5 mile of an existing "major transit stop"[71] or an existing stop along a "high-quality transit corridor"[72]) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may NOT be appropriate if a project:

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

Based on the VMT Screening tool, the project site is not located within 0.5 mile of an existing major transit stop or along a high-quality transit corridor. As such, the TPA screening threshold is not met.

Low VMT Area Screening
The City Guidelines also states that, "residential and office projects located within a low VMT generating area are presumed to have a less than significant impact absent substantial evidence to the contrary." City Guidelines identifies low VMT generating traffic analysis zones as those that generate a VMT per service population below the County of Riverside General Plan Buildout VMT per service population.

The latest version of the Riverside County Transportation Model (RIVCOM) has been utilized to determine the existing VMT per service population for the Traffic Analysis Zone (TAZ) in which the proposed project is located (TAZ 1138). TAZ 1138 was found to generate 5.82 VMT per service population, which is below the County of Riverside's General Plan Buildout VMT per service population of 33.6. Therefore, the proposed project is located in a low VMT generating area.

[71] Public Resources Code, Section 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.")
[72] Public Resources Code, Section 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.")

Project Type Screening Threshold
The City Guidelines notes that projects consisting of local serving retail less than 50,000 square feet may be presumed to cause a less than significant impact. The proposed project does not intend to develop any local serving retail uses. Additionally, the City Guidelines also indicate that projects generating fewer than 110 daily vehicle trips may be presumed to have a less than significant impact. Trips generated by the proposed project have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. The proposed project is anticipated to generate 3,112 daily vehicle trips, which is above the 110 daily vehicle trip threshold (**Appendix J)**. Therefore, the Project Type screening threshold is not met.

Based on review of applicable VMT Screening thresholds, the proposed project meets the Low VMT Area screening and would therefore be presumed to result in a less than significant VMT impact. The proposed project does not meet the TPA or Project Type screening, however, meeting the Low VMT Area screening is sufficient to determine a less than significant impact.

Impact XVII.c): Less Than Significant Impact. The proposed project does not include the use of any incompatible vehicles or equipment on-site, such as farm equipment. Access is proposed along Simpson Road via a single driveway (Street A) and two points of access on the future southern extension of Briggs Road (Street M and Street K). All driveways are assumed to allow for full access (no turn restrictions). The anticipated on-site roadway improvements would be compatible with the surrounding industrial, commercial, and residential land uses. Additionally, sight distance at project access points would comply with applicable City of Menifee sight distance standards.[73] Therefore, impacts would be less than significant.

Impact XVII.d): Less Than Significant Impact. Regional access to the project site is provided via the I-215 Freeway via Newport Road. Access is proposed along Simpson Road via a single driveway (Street A) and two points of access on the future southern extension of Briggs Road (Street M and Street K). All driveways are assumed to allow for full access (no turn restrictions). Pedestrian access is proposed via perimeter and internal sidewalks and walkways. As previously concluded in Section 2.9, Hazards and Hazardous Materials, Impact 2.9.f, construction and operation of the proposed project would not result in any permanent lane closures or obstructions that could impede emergency response to or from the project site from the surrounding streets. Therefore, the proposed project would have a less than significant impact related to emergency access.

Conditions of Approval

COA TRAN-1 Street A and Simpson Road

The project proponent shall implement the following improvements to accommodate site access:

The proposed project shall install a stop control on the northbound approach and construct a shared left-right turn lane (Project Driveway).

The proposed project shall construct an eastbound shared through-right turn lane.

The proposed project shall construct a westbound left turn lane with a minimum of 100-feet of storage.

[73] City of Menifee. 2022. City of Menifee Development Code, 9.160.060 Intersection Sight Distance. Website: https://online.encodeplus.com/regs/menifee-ca/ereader/index.html. Accessed February 2, 2024.

COA TRAN-2 Briggs Road and Simpson Road

The project proponent shall implement the following improvements to accommodate site access:

The proposed project shall install a stop control on the northbound approach (all-way stop control) and construct a northbound left turn lane with a minimum of 100-feet of storage and a shared through-right turn lane.

The proposed project shall construct a second eastbound through lane. It should be noted, this second eastbound through lane shall be striped out until such time in the future when Simpson Road is widened to the east to provide an additional receiving lane.

The proposed project shall construct an eastbound right turn lane with a minimum of 125-feet of storage.

In addition, the project proponent shall pay their fair share contributions toward the construction/striping of the westbound left turn lane.

COA TRAN-3 Simpson Road

Simpson Road is an east–west oriented roadway located on the project's northern boundary. The proposed project shall construct Simpson Road at its ultimate half-section width along the project's frontage as a Secondary Arterial (100-foot right-of-way) from the project's western boundary to Briggs Road, consistent with the City's standards.

COA TRAN-4 Briggs Road

Briggs Road is a north–south oriented roadway located on the project's eastern boundary. The proposed project shall construct Briggs Road at its ultimate half-section width along the project's frontage as a Major Roadway (118-foot right-of-way) from the project's southern boundary to Simpson Road, consistent with the City's standards. Project shall pay fair share contributions for an additional 12-feet of pavement beyond the centerline on the east side of Briggs Road.

On-site traffic signing and striping shall be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

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

Sources

Menifee General Plan; Menifee General Plan Draft EIR Paleontological and Cultural Resources; Cultural Resources Study for the Salt Creek Project, BFSA Environmental Services, a Perennial Company (BFSA), Revised September 6, 2023.

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 archaeological, 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, the Soboba Band of Luiseño Indians, and other agencies to educate the public about the rich archaeological, 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.

PolicyOSC-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 archaeological, 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

Impact XVIII.a) Less Than Significant with Mitigation Incorporated. A literature review, a records search conducted at the EIC, and an NAHC sacred lands file search failed to identify any listed Tribal Cultural Resources (TCRs) that may be adversely affected by the proposed project. As such, no eligible or potentially eligible TCRs would adversely be affected by the proposed project. Should any undiscovered TCRs be encountered during project construction, implementation of MM CUL-1 and MM CUL-2 would reduce potential impacts to a less than significant level with mitigation incorporated.

Impact XVIII.b) Less Than Significant with Mitigation Incorporated Tribal consultation efforts were conducted by the City of Menifee pursuant to Assembly Bill (AB) 52 to identify additional significant TCRs meeting the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 in November 2023. Project information was sent to the Rincon Band of Luiseño Indians, Agua Caliente Band of Cahuilla Indians, Pechanga Band of Indians, and Soboba Band of Luiseño Indians. A reply from the Rincon Band of Luiseño Indians was received on June 19, 2024, indicating that they agreed with the proposed cultural mitigation measures and deferred monitoring services to the Pechanga Band of Indians and Soboba Band of Luiseño Indians. Rincon indicated that they had no further comments regarding the project and concluded consultation. A reply was also received on June 26, 2024, from the Agua Caliente Band of Cahuilla Indians, stating that their concerns have been addressed and that proper mitigation measures have been proposed to ensure the protection of TCRs and concluding their consultation No additional responses were received during the 30-day consultation period.

Nevertheless, implementation of MM CUL-1 and MM CUL-2 would reduce potential impacts to less than significant with mitigation incorporated.

Mitigation Measures: MM CUL-1 and MM CUL-2.

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

Sources

Menifee General Plan; Menifee General Plan Draft EIR; MMC; EMWD 2020 Urban Water Management Plan (UWMP); Riverside County Flood Control and Water Conservation District "District Facilities"; EWMD "Perris Valley Regional Water Reclamation Facility"; Draft Los Angeles CEQA Thresholds Guide, Exhibit M.2-12; CalRecycle.

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 providers 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

Impact XIX.a) Less Than Significant Impact. The proposed project could affect RWQCB treatment standards by increasing wastewater production such that expansion of existing facilities or construction of new facilities would be required. Exceeding the RWQCB treatment standards could result in contamination of surface or groundwater with pollutants such as pathogens and nitrates. New development in the City is required to install wastewater infrastructure concurrent with project development. Wastewater service within the City of Menifee is provided by EMWD.

Open drainage channels and underground storm drains larger than 36 inches diameter are operated and maintained by the Riverside County Flood Control and Water Conservation District; smaller underground storm drains are operated and maintained by the City of Menifee Public Works Department.[74] EMWD provides wastewater treatment to the City of Menifee. Wastewater from most of Menifee – except the City's north and south ends – is collected at the Sun City Regional Wastewater Reclamation Facility (RWRF) and sent to the Perris Valley RWRF for treatment. EMWD owns and operates a network of sewer mains serving Menifee, ranging in diameter from under 10 inches in residential streets to 54 inches.[75]

All wastewater generated by the project's interior plumbing system would be discharged into the local sewer system and conveyed for treatment at the Perris Valley RWRF. Wastewater flows would consist of typical residential wastewater discharges and would not require new methods or equipment for treatment that are not currently permitted for the facility. The Perris Valley RWRF has a current capacity of treating 22 million gallons per day (mgd) and an ultimate capacity of 100 mgd.[76]

Wastewater flows associated with the proposed project would include the same kinds of substances typically generated by other residential developments and no modifications to any existing wastewater treatment systems or construction of any new systems would be needed to treat the project's wastewater.

[74] Riverside County Flood Control and Water Conservation District. 2023. District Facilities. Website: https://rcflood.org/district-projects. Accessed May 2, 2024.

[75] City of Menifee. 2013. Menifee General Plan Draft EIR, Utilities and Service Systems. Website: https://www.cityofmenifee.us/DocumentCenter/View/1117/Ch-05-17-USS?bidId=. Accessed May 2, 2024.

[76] Eastern Municipal Water District (EMWD). 2016. Perris Valley Regional Water Reclamation Facility. Website: https://www.emwd.org/sites/main/files/file-attachments/pvrwrffactsheet.pdf?1537295012. Accessed May 2, 2024.

EMWD anticipates that recycled water supplies will steadily grow from 43,000 acre-feet/year in 2015 to 55,300 acre-feet/year in 2035.[77]

The net increase in wastewater generation resulting from General Plan buildout is estimated as 100 percent of indoor residential water use plus 80 percent of commercial, industrial, and institutional (CII) water use; the remaining 20 percent of CII water use is assumed to be landscape irrigation and to not enter sanitary sewers. The water demand factors used are EMWD 2020 target factors. Water use is forecast as gallons per capita per day. The net population increase due to General Plan buildout compared to the 2010 Census count is 81,423. The estimated net increase in wastewater generation is about 5.6 mgd, as shown in Table 5.17-2 of the General Plan Draft EIR. The net increase in wastewater generation would be within that used by EMWD in planning ongoing and future RWRF expansions.[78]

Wastewater generated by the proposed project would be within the Perris Valley RWRF's treatment capacity and would thus have a less than significant impact on the Perris Valley RWRF's ability to operate within its established wastewater treatment requirements, which are enforced via the facility's NPDES permit authorized by the Santa Ana RWQCB. Therefore, the proposed project would have a less than significant impact related to the Santa Ana RWQCB's wastewater treatment requirements.

Connections to local water and sewer mains would involve temporary and less than significant construction impacts that would occur in conjunction with other on-site improvements. No additional improvements are needed to either sewer lines or treatment facilities to serve the project. Standard connection fees would address any incremental project impacts. Therefore, the proposed project would result in a less than significant impact as a result of new or expanded wastewater treatment facilities.

As discussed in **Response IX.a**, the proposed project would not generate any increased runoff from the site that would require construction of new storm drainage facilities. All drainage would be directed to the on-site underground storage chambers. Curb and gutter improvements are also proposed along Simpson Road and Briggs Road. An NPDES permit would be required for the proposed project, and pursuant to MMC Section 15.01.015, all construction projects shall apply BMPs to be contained in the project applicant's submitted SWPPP. The proposed project would also be required to submit a WQMP in identifying post-construction BMPs that include drainage controls such as infiltration pits, detention ponds, bioswales, berms, rain gardens, and pervious pavement. Impacts would be less than significant, following compliance with the existing regulatory framework and implementation of BMPs and no mitigation would be required.

Utilities, including electrical and communications, are required to be located underground in rights-of-way. The undergrounding of these utilities would not create or result in significant environmental effects.

Impact XIX.b) Less Than Significant Impact. The 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. Approximately 75 percent of EMWD's potable water demand is supplied by imported water from MWD through its Colorado River Aqueduct and connections to the State Water Project. EMWD forecasts that it would provide water for future growth in its service area through imported water from MWD. EMWD procures water from MWD that has been treated at MWD's Skinner Filtration Plant in Winchester and Mills Filtration Plant in Riverside. In 2010 EMWD obtained 75,000 acre-feet (af) of MWD water treated at MWD filtration plants before delivery, and 16,600 af of raw MWD water treated at EMWD water filtration plants. EMWD has two water filtration plants, one in Hemet and one in San Jacinto, with total existing capacity of 32 million gpd or approximately 35,840 acre-feet per year (AFY). Approximately 25 percent of EMWD's potable water demand is supplied by EMWD groundwater wells in the San Jacinto Groundwater Basin. EMWD's estimated production of potable

[77] City of Menifee. 2013. Menifee General Plan Draft EIR, Utilities and Service Systems. Website: https://www.cityofmenifee.us/DocumentCenter/View/1117/Ch-05-17-USS?bidId=. Accessed May 2, 2024.
[78] Ibid.

groundwater in 2010 was 18,800 af. EMWD's production of desalinated groundwater in 2010 was 5,800 af. EMWD's recycled water production in 2010 was 41,500 af. EMWD's territory is divided into four subareas. The City of Menifee is in two service areas: the City is mainly in Subarea 41, but the southeast corner is in Subarea 43. Potable water sources for Subarea 41 are (1) Imported MWD water treated at MWD's Mills Filtration Plant in the City of Riverside, (2) Imported MWD water treated at EMWD's Perris Water Filtration Plant, (3) Local potable groundwater, and (4) Local groundwater treated at EMWD's Menifee Desalter.[79]

The EMWD would supply water to the project site. EMWD's 2020 UWMP Tables 7-3 through 7-8 indicate water supplies would meet water demands for normal, single-dry, and multiple dry-year conditions through 2045.[80] According to the Menifee General Plan EIR, the projected net increase in water demands by General Plan buildout–approximately 15 mgd, or 16,800 AFY is within EMWD forecasts of increases in its water supplies over the 2015-2035 period. EMWD forecasts that its total water supplies would increase by 88,300 afy over that period. UWMP water demand forecasts are based on adopted general plans.[81] The proposed project would not change the site's land use designation and is consistent with the assumptions of the General Plan buildout; and thus, would not increase water demands associated with the project site beyond what the UWMP assumed/planned. Thus, EMWD would have adequate water supplies from existing entitlements. Project impacts concerning water demand would be less than significant and no mitigation is required. Further, EMWD provides conservation programs along with incentives to conserve water in the City. Although the EMWD service area population is expected to increase, the overall baseline potable demand in AFY is expected to decrease due to further water use efficiency and recycled water programs.

As part of the UWMP, EMWD was required to update its baseline and target per capita water use numbers in compliance with SBx7-7. The overall goal of SBx7-7 is to reach a 20 percent statewide reduction of per capita urban water use by 2020. EMWD established a 10-year baseline period from 1999 to 2008 with a baseline water usage of 197 gallons per capita per day (GPCD). The 2020 target was calculated using California Department of Water Resources (DWR) Method 2, which uses an efficiency standard with targets for indoor use, landscape use, and CII use and an optional target for agricultural use. EMWD's 2020 target was set at 176 GPCD.[82] Based on the target GPCD and the project's added employee population of approximately 290 persons, it is anticipated that the proposed project would have an estimated water demand of 51,040 GPCD.

There are adequate forecast water supplies in the region for the project, and no additional water supplies would be needed. Less than significant impacts would occur in this regard and no mitigation would be required.

Impact XIX.c) Less Than Significant Impact. Concerning wastewater facilities, as discussed in the preceding response, wastewater generated at the project site would be treated at the Perris Valley RWRF. The project is estimated to have a wastewater generation of approximately 65,800 gpd.[83] This generation is well within the existing remaining Perris Valley RWRF's treatment capacity. Impacts would be less than significant and no mitigation would be required.

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79 City of Menifee. 2013. Menifee General Plan Draft EIR, Utilities and Service Systems. Website: https://www.cityofmenifee.us/DocumentCenter/View/1117/Ch-05-17-USS?bidId=. Accessed May 2, 2024.

80 Eastern Municipal Water District (EMWD). 2021. Eastern Municipal Water District 2020 Urban Water Management Plan. Website: https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1537303453. Accessed May 2, 2024.

81 City of Menifee. 2013. Menifee General Plan Draft EIR, Utilities and Service Systems. Website: https://www.cityofmenifee.us/DocumentCenter/View/1117/Ch-05-17-USS?bidId=. May 2, 2024.

82 Eastern Municipal Water District (EMWD). 2020. Urban Water Management Plan, page 5-2. Website: https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1537303453. Accessed May 2, 2024.

83 Based on sewage generation factor of 200 GPD/residential unit with three bedrooms. Draft Los Angeles CEQA Thresholds Guide, Exhibit M.2-12: Sewage Generation Rates. Website: https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/A07.pdf. Accessed May 2, 2024.

Impact XIX.d-e) Less Than Significant Impact. Significant impacts could occur if the proposed project would exceed the existing permitted landfill capacity or violate federal, State, and local statutes and regulations. Solid waste from Menifee is collected by Waste Management, Inc. (WMI).

The proposed project's additional solid waste stream would have a less than significant impact on regional landfill capacity. The City of Menifee utilizes three landfills: Badlands Sanitary Landfill, El Sobrante Landfill, and Lamb Canyon Sanitary Landfill. Badlands Sanitary Landfill has a maximum daily capacity of 5,000 tons per day and a maximum capacity of 82,300,000 cubic yards. The remaining capacity is 7,800,000 cubic yards and it is scheduled to cease operation in January 2059.[84] El Sobrante Sanitary Landfill has a maximum daily capacity of 16,054 tons per day and a maximum capacity of 209,910,000 tons. The remaining capacity is 143,977,170 tons and it is scheduled to cease operation in January 2051.[85] Lamb Canyon Sanitary Landfill has a maximum daily capacity of 5,000 tons per day and a maximum capacity of 38,681,513 cubic yards. The remaining capacity is 19,242,950 cubic yards and it is scheduled to cease operation in April 2032.[86] According to the General Plan EIR, there is adequate landfill capacity in the region to accommodate buildout of the General Plan, and new or additional landfills would not be required.[87]

Based on California Department of Resources Recycling and Recovery (CalRecyle) solid waste generation data for Residential development (12.23 lb/dwelling unit/day)[88], the proposed project would generate approximately 734.3 tons of solid waste per year. There is adequate landfill capacity in the region to accommodate project-generated waste. Considering the availability of landfill capacity and the project's relatively nominal amount of solid waste generation, project solid waste disposal needs can be adequately met without a significant impact on the nearest and optional, more distant, landfill capacities. Therefore, it is not expected that the proposed project would impact the City's compliance with State-mandated (AB 939) waste diversion requirements. Impacts would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation is required.

[84] California Department of Resources Recycling and Recovery (CalRecycle). 2019. Badlands Sanitary Landfill (33-AA-0006). Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367. Accessed May 2, 2024.

[85] California Department of Resources Recycling and Recovery (CalRecycle). 2019. El Sobrante Landfill (33-AA-0217). Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402. Accessed May 2, 2024.

[86] California Department of Resources Recycling and Recovery (CalRecycle). 2019. Lamb Canyon Sanitary Landfill (33-AA-0007). Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368. Accessed May 2, 2024.

[87] City of Menifee. 2013. General Plan EIR – Utilities and Service Systems. Website: https://www.cityofmenifee.us/DocumentCenter/View/1117/Ch-05-17-USS?bidId=. Accessed May 2, 2024.

[88] California Department of Resources Recycling and Recovery (CalRecycle). 2019. Estimated Solid Waste Generation Rates. Website: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Accessed May 2, 2024.

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

Sources

Menifee General Plan, Menifee General Plan Exhibit S-3, “Liquefaction and Landslides,” Menifee General Plan Exhibit S-6, “High Fire Hazard Areas,” Menifee General Plan Exhibit S-9, “Evacuation Routes”; Menifee General Plan Draft EIR; California Department of Forestry and Fire Protection’s (CAL FIRE) FHSZ Viewer.

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 S4.4 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-5.2 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

Impact XX.a) Less Than Significant Impact. As discussed in **Response IX.f),** the proposed project would not interfere with existing emergency evacuation plans or the adopted 2021 City of Menifee Emergency Operations Plan. The City of Menifee collaborates with local and regional emergency service organizations and personnel to conduct simulated emergency response exercises throughout the year. The City of Menifee and MPD routinely coordinate with Riverside County/CAL Fire, Riverside County Emergency Management Department, and the local utility providers to discuss methods and response plans for various emergency scenarios that could potentially present themselves within the region. According to the General Plan Safety Element, the project site would utilize Simpson Road, Lindenberger Road, Domenigoni Parkway, Menifee Road, SR-79, and I-215 during an evacuation.[89] Additionally, the proposed project site would include three access points (one via Simpson Road and two via Briggs Road) and would include an internal circulation system that would allow for emergency vehicles and customer movement/evacuation in case of an emergency. Therefore, impacts to an emergency response plan would be less than significant and no mitigation would be required.

Impact XX.b) Less Than Significant Impact. As discussed in Response IX.g, the project site is not located within a Very High Fire Hazard Severity Zone, as identified on CAL FIRE's FHSZ Viewer[90] and Menifee General Plan Exhibit S-6, High Fire Hazard Areas.[91] However, the area surrounding the Salt Creek Flood Channel, adjacent to the southern boundary of the project site, is identified as a Very High FHSZ. There are no steep slopes located on the project site as the topography of the project site is relatively flat with about 10 feet of relief sloping south toward the Salt Creek Channel. The nearest steep slopes to the project site are located 2,792 feet south of the project site, south of Domenigoni Parkway. However, potential impacts may nevertheless occur in the event of the uncontrollable spread of a wildfire.

The proposed project would be subject to compliance with the CCR Title 24 Parts 2 and 9 – Fire Codes and California Public Resources Code Sections 4290-4299 and General Code Section 51178. The proposed project would also be subject to compliance with regulations pertaining to fire protection, including MMC Chapter 8.20, *Fire Code*. Further, it is the City's goal (Goal S-4) for a community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires. To this end, the proposed project would be subject to compliance City policies including the use of fire-resistant building construction materials, vegetation control methods, and other fire prevention features, and would be subject to review for compatibility with fire areas as noted under Standard Condition of Approval COA WF-1:

[89] City of Menifee. 2013. Exhibit S-9 Evacuation Routes. Website: https://www.cityofmenifee.us/DocumentCenter/View/14711/Evacaution-Routes. Accessed May 2, 2024.
[90] California Department of Forestry and Fire Protection (CAL FIRE). 2021. FRAP FHSZ Viewer. Website: https://egis.fire.ca.gov/FHSZ/. Accessed May 2, 2024.
[91] City of Menifee. 2013. Figure S-6 High Fire Hazard Areas. Website: https://www.cityofmenifee.us/DocumentCenter/View/1033/S-6_HighFireHazardAreas_HD0913?bidId=. Accessed May 2, 2024.

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

The RCFD provides fire protection and emergency medical response services in the City of Menifee. The nearest fire station to the project site is Fire Station No. 76, located approximately 1.6 miles southwest at 29950 Menifee Road, California 92584. In coordination with CAL FIRE, the RCFD would evaluate the project to determine the necessary fire prevention features consistent with the above General Plan policies. Following compliance with the established local and State regulatory framework discussed above, the proposed project would not expose people or structures to a significant risk involving wildland fires. Impacts would be less than significant in this regard and no mitigation would be required.

Impact XX.c) Less Than Significant Impact. The proposed project would include standard infrastructure, including roadways, utilities, and fire suppression systems. All project-related infrastructure would be designed to reduce the risk of fire. Following compliance with the established local and State regulatory framework discussed above (Response XX.b), the proposed project would not expose people or structures to a significant risk involving wildland fires. Impacts would be less than significant in this regard and no mitigation would be required.

Impact XX.d) Less Than Significant Impact. Refer to Impact VII.a.ii-iv), and VII.c-d). According to the Geotechnical Investigation, the subject site is relatively flat with about 10 feet of topographic relief. Surface drainage is via sheet flow to the south toward the Salt Creek Channel.[92] As shown on the Landslides Map, Exhibit S-3, the project site is not located in a landslide prone zone or in an unstable soil area.[93] As such, the potential for slope failure and landslides in the event of a fire would be negligible. Following site grading, major slopes and retaining walls are not expected. As such, risks associated with slope instability are considered "low." Therefore, impacts would be less than significant in this regard and no mitigation would be required.

Standard Conditions of Approval

COA WF-1 Fire Reduction

Prior to the issuance of grading permits, the proposed project shall demonstrate consistency with the following General Plan policies:

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

Mitigation Measures

No mitigation is required.

[92] LGC Geotechnical Inc. 2022. Geotechnical Subsurface Evaluation and Preliminary Design Recommendations, Proposed Approximately 58-Acre “Salt Creek” Residential Development, Southwest Corner of Simpson Road and Briggs Road, APN 333-200-062 in the City of Menifee, Riverside County, California. Project No. 22057-01. August 19, 2022.

[93] City of Menifee. 2014. Exhibit S-3: Liquefaction and Landslides. Website: https://www.cityofmenifee.us/DocumentCenter/View/1030/S-3_LiquefactionandLandslides_HD0913?bidId=. Accessed May 2, 2024.

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

Findings of Fact: Less Than Significant Impact with Mitigation Incorporated. As discussed throughout the analyses contained in this Environmental Checklist, the proposed project does not have the potential to degrade the quality of the environment or result in significant impacts to the environment that cannot be reduced to less than significant following compliance with the established regulatory framework (i.e., local, State, and federal regulations), project conditions of approval, and the recommended mitigation measures.

As concluded in Section IV, the proposed project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal following compliance with the recommended mitigation measures. The proposed project may result in impacts associated with biological resources that could be significant if left unmitigated. Implementation of mitigation measures and BMPs as outlined in the respective sections of this Environmental Checklist would reduce all potential impacts on these resources to levels that are less than significant. As such, impacts would be less than significant with mitigation and BMPs incorporated. As concluded in Section V, the proposed project would not eliminate important examples of the major periods of California history or prehistory.

The City hereby finds that impacts concerning degradation of the environment and biological and cultural resources would be less than significant with mitigation and COAs incorporated.

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)?	☐	☒	☐	☐

Findings of Fact: Less Than Significant Impact with Mitigation Incorporated. This analysis evaluates whether the impacts of the proposed project, together with the impacts of cumulative development, would result in cumulatively significant impact. This analysis then considers whether incremental contribution of impacts associated with the implementation of the proposed project would be significant. Both conditions must apply for a project's cumulative effects to rise to the level of significance. The geographic context for

the analysis of the cumulative impacts includes the project site, as well as a 0.5-mile and 5-mile radius of the project site, in the City of Menifee in Riverside County. All cumulative projects would be subject to local, State, and federal regulations and would be required to comply with City/County ordinances and General Plan policies, as well as other regulations and requirements that address environmental resources, as outlined in MM AIR-1, MM AIR-2, MM CUL-1, MM CUL-2, MM GEO-1, COA GEO-1, COA GEO-2, and COA TRAN-1 through COA TRAN-4. These regulations would be implemented in conjunction with other State, County, and local requirements. Additionally, all future development would be required to pay fair share and development fees for infrastructure improvements to ensure infrastructure keeps pace with development.

The analysis presented in this Environmental Checklist includes a review of the proposed project's potential impacts related to air quality, cultural resources, geology and soils, and transportation, among other environmental issue areas. As presented throughout this Environmental Checklist, the proposed project's cumulative impacts would be less than significant with or without mitigation incorporated or there would be no cumulative impacts. Implementation of mitigation as outlined in this Environmental Checklist would reduce all potentially significant impacts to less than significant. Given that all impacts would be mitigated to a less than significant level and given the proposed project's size, the incremental effects of this proposed project are not considerable relative to the effects of past, current, and probable future projects.

For these reasons, cumulative impacts are less than significant. The proposed project's incremental contribution to less than significant cumulative impacts would not be cumulatively considerable. Therefore, impacts would be less than significant with mitigation and standard conditions of approval incorporated.

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

Findings of Fact: Less Than Significant Impact with Mitigation Incorporated. As described throughout the preceding checklist portion of this Environmental Checklist, the proposed project would not have any substantial adverse effects on human beings, either directly or indirectly. All impacts identified throughout this document either do not require mitigation or would be mitigated to levels that are less than significant. In addition, the proposed project would be required to comply with existing regulations as discussed throughout the Environmental Checklist. The proposed mitigation measures, BMPs, and COAs, once implemented, and compliance with existing regulations would ensure that no substantial adverse effects on human beings would result from the proposed project. Based on the analysis in this Environmental Checklist, the City finds that direct and indirect impacts to human beings would be less than significant with mitigation incorporated.

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring or Verification	Monitor (Signature Required) (Date of Compliance)
AIR QUALITY				
MM AIR-1: The project applicant shall require the construction contractor to water all unpaved construction roads a minimum of two times per day during construction activities and to limit the speed on all unpaved construction roads to 15 miles per hour or less for the duration that unpaved construction roads exist on the project site. Additionally, the proposed project would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, Fugitive Dust.	Project Applicant	During construction activities until all paving is complete.	City of Menifee Community Development Department	
MM AQ-2: The project applicant shall require the construction contractor only utilize off-road equipment on the project site that has been registered with the California Air Resources Board (ARB) and all off-road equipment that is greater than 50 horsepower shall meet the United States Environmental Protection Agency (EPA) Tier 4 Final emission standards. A letter from the applicant stating these requirements will be met shall be sent to the Community Development Department.	Project Applicant	During Construction activities.	City of Menifee Community Development Department	
BIOLOGICAL RESOURCES				
MM BIO-1: Riverine Habitat Mitigation–Multiple Species Habitat Conservation Plan and Public/Quasi-Public Lands The proposed project includes permanent removal of 0.07 acre of Public/Quasi-Public (PQP) Lands and 0.09 acre of Multiple Species Habitat Conservation Plan (MSHCP) Riverine habitat, 4.97 acres of which contains a disturbed alkaline meadow, from Salt Creek surrounding the proposed outfall locations [Please note that 0.07 acre of the PQP Lands to be removed are a component of the 0.09 acre of MSHCP Riverine/Riparian Habitat to be removed]. To achieve biologically equivalent or superior preservation, the applicant proposes to offset permanent impacts to 0.07-acre of PQP Lands, alkaline soils, and graceful tarplant by purchasing six pounds of graceful tarplant seeds that will be provided to Riverpark Mitigation Bank to establish a population of graceful tarplant on 3.00 acres of alkali meadow on Riverpark property. The applicant proposes to offset permanent impacts to 0.09-acre of MSHCP Riverine habitat by purchasing 0.36 acre of rehabilitation and/or re-establishment credits (4:1 ratio) at the Barry Jones/Skunk Hollow Mitigation Bank. The applicant shall also obtain any permits necessary for impacts to CDFW jurisdictional areas. The City of Menifee shall confirm the credits are	Project Applicant	Ongoing, after DBESP approval	City of Menifee Community Development Department	

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring or Verification	Monitor (Signature Required) (Date of Compliance)
purchased in consultation with California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS)US and CA Fish and Wildlife. The project shall also prepare a Determination of Biologically Equivalent or Superior Preservation (DBESP) document and seek approval from the Wildlife Agencies [(California Department of Fish and Wildlife [CDFW] and United States Fish and Wildlife Service [USFWS]), as well as the Regional Conservation Authority (RCA), to compensate for impacts to MSHCP Riverine habitat and PQP Lands/jurisdictional areas before impacts to these resources are implemented.				
MM BIO-2: Riverine Habitat Mitigation The proposed project includes permanent removal of 0.09 acre of California Department of Fish and Wildlife (CDFW) streambed habitat from Salt Creek. The applicant proposes to offset permanent impacts to 0.09 acre of CDFW streambed habitat by purchasing 0. 36 acre of rehabilitation and/or re-establishment credits (4:1 ratio) at the Barry Jones/Skunk Hollow Mitigation Bank. The applicant shall also obtain any permits necessary from the CDFW for impacts to CDFW jurisdictional areas.	Project Applicant	Prior to the issuance of grading permits.	City of Menifee Community Development Department	
MM BIO-3: Implement Construction Minimization Measures The applicant shall implement the following Construction Minimization Measures, per Section 7.5.3 of the Multiple Species Habitat Conservation Plan (MSHCP): 1. Plans for water pollution and erosion control shall be prepared. The plans shall describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. 2. Avoid work in riparian areas during most active breeding season; typically designated as March 1 to June 30 by the California Department of Fish and Wildlife (CDFW)/MSHCP Guidelines. Disturbance is restricted to a minimum of 300 feet away from any active nest. 3. If vegetation removal must occur during this avoidance period, then a nest survey by a qualified Biologist is required. The nest survey shall be conducted for 5 consecutive days and no more than 3 days prior to clearing. If an active nest is observed, then the nest location shall be fenced off surrounding a minimum 300-foot (500 feet for raptors) radius buffer zone. The buffer zone shall not be disturbed until the nest is inactive. 4. Sediment and erosion control measures shall be implemented until such time soils are determined to be successfully stabilized.	Project Applicant	Ongoing, during construction.	City of Menifee Community Development Department	

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring or Verification	Monitor (Signature Required) (Date of Compliance)
5. Short-term stream diversions, if needed, shall be accomplished by use of sandbags or other methods that shall result in minimal instream impacts. Short-term diversions shall consider effects on wildlife. 6. Silt fencing or other sediment trapping materials shall be installed at the downstream end of construction activities to minimize the transport of sediments off-site. 7. Settling ponds where sediment is collected shall be cleaned in a manner that prevents sediment from re-entering the stream or damaging/disturbing adjacent areas. Sediment from settling ponds shall be removed to a location where sediment cannot re-enter the stream or surrounding drainage area. Care shall be exercised during removal of silt fencing to minimize release of debris or sediment into streams. 8. No erodible materials shall be deposited into water courses. Brush, loose soils, or other debris material shall not be stockpiled within stream channels or on adjacent banks. 9. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall occur on pre-existing access routes to the greatest extent possible. 10. Equipment storage, fueling and staging areas shall be sited on non-sensitive upland habitat types with minimal risk of direct discharge into riparian areas or other sensitive habitat types. 11. Prior to construction, the limit of Drainage No. 1 shall be delineated with fencing or flagging (orange plastic snow fence, orange silt fencing, or stakes and flagging) and designated as an Environmentally Sensitive Area (ESA). No construction activities and/or shall be permitted within the ESA designated areas. If work occurs within the ESA areas, all work shall cease until the issue has been remedied to the satisfaction of the City and the appropriate regulatory agencies. ESA fencing and/or flagging shall be maintained in good repair by the Contractor and shall be removed upon completion of Project construction. 12. The project shall comply with all applicable water quality regulations, including obtaining and complying with those conditions established in Waste Discharge Requirements (WDRs) and a National Pollutant Discharge Elimination System (NPDES) permit. Standard BMPs, which may include but are not limited to silt fencing, gravel berm, fiber rolls shall be installed to prevent any sediment and stormwater flows from entering Drainage No. 1. A project specific Water Quality Management Plan and/or a Stormwater Pollution Prevention Plan (SWPPP) shall be implemented for the Project and detail project specific BMPs.				

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring or Verification	Monitor (Signature Required) (Date of Compliance)
MM BIO-4a: Burrowing Owl Pre-construction Survey The project applicant shall retain a qualified Biologist to perform a pre-construction burrowing owl survey to determine whether burrowing owls are present on-site within 30 days prior to construction activities, according to the California Department of Fish and Wildlife (CDFW) guidelines and Multiple Species Habitat Conservation Plan (MSHCP) protocol. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. The pre-construction survey shall be completed on the project site and areas within 500 feet from the project boundary (where possible and appropriate based on habitat). All occupied burrows shall be mapped on an aerial photo. The applicant shall provide a burrowing owl survey report and mapping to the City of Menifee at least 15 days prior to the expected start of any project-related ground disturbance activities or restart of activities. If the survey is positive for burrowing owls, the project applicant shall retain a qualified biologist to develop and implement a Burrowing Owl Mitigation Plan (MM BIO-4b) in coordination with the City, the CDFW, the USFWS, and the Western Riverside County Regional Conservation Authority (RCA) (if coordination with the RCA is necessary). If no burrowing owls are detected during the pre-construction survey, no further action is necessary.	Project Applicant; Qualified Biologist	Pre-con survey: 30 days prior to construction activities. Survey Report: 15 days prior to ground disturbance activities.	City of Menifee Community Development Department	
MM BIO-4b: Burrowing Owl Mitigation Plan If the pre-construction survey is positive for burrowing owl, the project proponent shall retain a qualified Biologist to develop and implement a Burrowing Owl Mitigation Plan. The Burrowing Owl Mitigation Plan shall contain the following elements (as outlined in the California Department of Fish and Wildlife [CDFW] 2012 guidelines) at a minimum: 1. Avoidance of burrowing owl during construction, including establishment of a 160-foot radius around occupied burrows during the nonbreeding season (September 1 through February 14) or a 300-foot radius around occupied burrows during the breeding season (February 15 through August 31), within which construction activities may not occur until a qualified Biologist has determined that (1) nonbreeding season owl have dispersed from the area; or (2) breeding season owl have fledged their juveniles from the occupied burrows and the juveniles are foraging independently and are capable of independent survival or have dispersed from the area 2. A plan for implementing a passive relocation program for nonbreeding owls, should it be needed. The passive relocation techniques should be	Project Applicant; Qualified Biologist	Ongoing, during construction.	City of Menifee Community Development Department	

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring or Verification	Monitor (Signature Required) (Date of Compliance)
consistent with CDFW guidelines, including installation of artificial burrows at an off-site location and use of one-way exclusion doors to ensure owls have left the burrow(s).				
MM BIO-5a: Nesting Bird Pre-construction Surveys If ground-disturbing or vegetation-removing construction activities or tree removal is proposed during the breeding/nesting season for migratory birds (typically February 1 through September 15), a qualified Biologist shall conduct pre-construction surveys for special-status birds and other migratory birds within the construction area, including a 300-foot survey buffer, no more than 3 days prior to the start of ground-disturbing activities in the construction area. The applicant shall provide a special-status and other migratory birds survey report and mapping to the City of Menifee at least 15 days prior to the expected start of any project-related ground disturbance activities or restart of activities. If the survey is positive for special-status birds or other migratory birds, the project applicant shall implement Mitigation Measure (MM) BIO-5b. If no special-status or other migratory birds are detected during the pre-construction survey, no further action is necessary.	Project Applicant; Qualified Biologist	Pre-con Survey: 3 days prior to start of ground disturbing activities. Survey Report: at least 15 days prior to expected start or restart of ground disturbing activities.	City of Menifee Community Development Department	
MM BIO-5b: Avoidance of Active Avian Nests If an active nest is located during pre-construction surveys or at any point during the construction phase of the project, the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or a qualified Biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 300 feet around an active raptor nest and a 50-foot radius around an active migratory bird nest) or alteration of the construction schedule.	Project Applicant; Qualified Biologist	Ongoing, during construction	City of Menifee Community Development Department	
MM BIO-6: Implement MSHCP Guidelines Pertaining to the Urban/Wildlands Interface The project applicant shall incorporate the following measures into the project design or construction Best Management Practices (BMPs): 1. Implementation of BMPs and design features to prevent discharge or erosion of soils, untreated water, or other chemicals into Salt Creek Channel, either directly or indirectly. BMPs shall be implemented to ensure that siltation and erosion are minimized during construction of	Project Applicant, Project Construction Personnel	BMPs to be included on construction documents; Ongoing, during construction.	City of Menifee Public Works and Engineering Department	

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring or Verification	Monitor (Signature Required) (Date of Compliance)
the project. The project shall be designed to prevent discharge of untreated surface runoff from developed and paved areas into existing natural drainage courses and/or Multiple Species Habitat Conservation Plan (MSHCP) Conservation Areas, including the drainage along the eastern border of the project and the Salt Creek Channel. Any water quality or other drainage discharges would need to be reviewed by the Regional Conservation Authority (RCA) prior to conveyance into the MSHCP Conservation Area. 2. Measures to prevent discharge (including overspray and runoff) of chemicals used in landscaping, such as fertilizers, herbicides, insecticides, or rodenticides into the Salt Creek Channel for the life of the project. 3. The project shall incorporate barriers along the southern border to minimize unauthorized public access, illegal trespass, or dumping into the Salt Creek Channel. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms. 4. Night lighting shall be directed away from the Salt Creek Channel to protect species within this MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in project designs to ensure ambient lighting in the Salt Creek Channel is not increased. 5. Invasive species shall not be used in landscaping in the open space area planned for the southern portion of the project. Invasive species that shall not be used in landscaping are listed in the MSHCP Final Plan, Volume 1, Table 6-2. 6. Manufactured slopes are not permitted to extend into the Salt Creek Channel. 7. Weed abatement and fuel modification zones may not encroach into the Salt Creek Channel.				
MM BIO-7: Implement MSHCP Best Management Practices Project personnel shall implement the following standard Multiple Species Habitat Conservation Plan (MSHCP) Best Management Practices (BMPs) during the construction phase of the proposed project: 1. A condition shall be placed on grading permits requiring a qualified Biologist to conduct Worker Environmental Awareness Program (WEAP) training for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act and the MSHCP, the need to adhere to the provisions of the Endangered Species Act and the MSHCP,	Project Applicant; Project Construction Personnel	BMPs to be included on construction documents; Ongoing, during construction.	City of Menifee Public Works and Engineering Department	

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring or Verification	Monitor (Signature Required) (Date of Compliance)
the penalties associated with violating the provisions of the Endangered Species Act, the general measures that are being implemented to conserve the species of concern as they relate to the proposed project, and the access routes to and project site boundaries within which the proposed project activities must be accomplished. 2. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible. 3. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. 4. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials shall be reported to appropriate entities including but not limited to the City of Menifee (City), United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and/or Regional Water Quality Control Board (RWQCB), as applicable, and shall be cleaned up immediately and contaminated soils removed to approved disposal areas. 5. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks. 6. The qualified project Biologist shall monitor construction activities for the duration of the proposed project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint. 7. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species. 8. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible. 9. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s). 10. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction				

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area(s) shall be the minimal area necessary to complete the proposed project and shall be specified in the construction plans. Construction limits shall be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas. 11. The City shall have the right to access and inspect the project site to determine its compliance with project approval conditions, including these BMPs.				
CULTURAL RESOURCES				
MM CUL-1: Prior to the ground disturbance activities, all construction personnel directly involved with project-related ground disturbance shall attend a "tailgate" Worker Environmental Awareness Program (WEAP) training for archaeological resources. The training shall include visual aids, a discussion of applicable laws and statutes relating to archaeological resources, types of resources that may be found within the project site, and procedures to be followed in the event such resources are encountered. The training shall be conducted by an Archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology. An Archaeological Monitor reporting to the qualified Archaeologist shall be present during the clearing, grading, and trenching phases of the project to check for the inadvertent discovery of archaeological resources or human remains. Over the course of the project, should the Archaeologist determine that the probability of inadvertent discovery is low, the Archaeologist shall make a recommendation to the lead agency that monitoring be reduced to regular periodic or "spot-check" monitoring, or that monitoring may cease altogether. In the event that significant cultural resources are discovered during construction activities, operations shall stop within a 100-foot radius of the find and an Archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology shall be consulted to determine whether the resource requires further study. The lead agency shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. The qualified Archaeologist shall make recommendations to the	Project Applicant; Construction Personnel	Prior to ground disturbance activities.	City of Menifee Community Development Department	

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring or Verification	Monitor (Signature Required) (Date of Compliance)
lead agency concerning appropriate measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with CEQA Guidelines, Section 15064.5. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA Guidelines.				
MM CUL-2: 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 (NAHC) 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. 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, shall be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254(r).	Project Applicant	Ongoing, during construction.	City of Menifee Community Development Department	
GEOLOGY AND SOILS				
MM GEO-1: Geotechnical Recommendations Prior to issuance of a grading permit, the project applicant shall demonstrate, to the satisfaction of the City of Menifee Building and Safety Department Official and/or City of Menifee Engineering/Public Works Director, that the recommendations for design and construction identified in the Geotechnical Subsurface Evaluation and Preliminary Design Recommendations, Proposed Approximately 58-Acre “Salt Creek” Residential Development, Southwest Corner of Simpson Road and Briggs	Project Applicant and a State of California Registered Professional Geologist/Registered Professional Engineer	Prior to issuance of a grading permit.	City of Menifee Building and Safety Department and/ or City of Menifee Engineering/ Public Works Director	

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Road, APN 333-200-062 in the City of Menifee, Riverside County, California, (LGC Geotechnical, Inc., August 23, 2022) have been incorporated into the project design and grading and building plans. The project's final grading plans, foundation plans, building loads, and specifications shall be reviewed by a State of California Registered Professional Geologist/Registered Professional Engineer to verify that the Geotechnical Interpretive Report recommendations have been incorporated/updated, as needed.				
COA GEO-1: Inadvertent Paleontological Find Should fossil remains be encountered during site development: 1. All site earthmoving shall be ceased in the area where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site. 2. The applicant shall retain a qualified Paleontologist approved by the County of Riverside. 3. The Paleontologist shall determine the significance of the encountered fossil remains. 4. Paleontological monitoring of earthmoving activities shall continue thereafter on an as-needed basis by the Paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata shall be buried but not otherwise disturbed shall not be monitored. The supervising Paleontologist shall have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level. 5. If fossil remains are encountered by earthmoving activities when the Paleontologist is not on-site, these activities shall be diverted around the fossil site and the Paleontologist called to the site immediately to recover the remains. 6. Any recovered fossil remains shall be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable Paleontologists. The remains shall be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; placed in specimen trays and, if necessary, vials with completed specimen data cards) and cataloged, and associated specimen data and corresponding geologic and geographic site data shall be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized databases) at the museum repository by a	Project Applicant and Qualified Paleontologist	Ongoing, during development.	City of Menifee Community Development Department	

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring or Verification	Monitor (Signature Required) (Date of Compliance)
laboratory technician. The remains shall be accessioned into the museum* repository fossil collection, where they shall 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.				
COA GEO-2: 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 which exceeds 5 feet in depth in native sedimentary. The project Paleontologist retained shall review the approved Tentative Tract Map 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 shall 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 shall be buried but not otherwise disturbed shall not be monitored. The project Paleontologist or his/her assignee shall 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	Project Applicant; Qualified Paleontologist	Prior to issuance of grading permits.	City of Menifee Community Development Department	

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring or Verification	Monitor (Signature Required) (Date of Compliance)
shall be diverted temporarily around the fossil site until the remains have been evaluated and recovered. Earthmoving shall 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 on-site, these activities shall 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, the fossiliferous rock shall 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 shall be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable Paleontologists. The remains shall be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; placed in specimen trays and, if necessary, vials with completed specimen data cards) and cataloged, and associated specimen data and corresponding geologic and geographic site data shall be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized databases) at the museum repository by a laboratory technician. The remains shall then be accessioned into the museum* repository fossil collection, where they shall 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				

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fee and the grading plan for appropriate case processing and tracking.				
TRANSPORTATION				
COA TRAN-1: The project proponent shall implement the following improvements to accommodate site access: The proposed project shall install a stop control on the northbound approach and construct a shared left-right turn lane (Project Driveway). The proposed project shall construct an eastbound shared through-right turn lane. The proposed project shall construct a westbound left turn lane with a minimum of 100-feet of storage.	Project Applicant	Prior to the preparation of final grading and street improvement plans; Ongoing, during construction.	City of Menifee Public Works Department	
COA TRAN-2: The project proponent shall implement the following improvements to accommodate site access: The proposed project shall install a stop control on the northbound approach (all-way stop control) and construct a northbound left turn lane with a minimum of 100-feet of storage and a shared through-right turn lane. The proposed project shall construct a second eastbound through lane. It should be noted, this second eastbound through lane shall be striped out until such time in the future when Simpson Road is widened to the east to provide an additional receiving lane. The proposed project shall construct an eastbound right turn lane with a minimum of 125-feet of storage.	Project Applicant	Prior to the preparation of final grading and street improvement plans; Ongoing, during construction.	City of Menifee Public Works Department	
COA TRAN-3: Simpson Road is an east–west oriented roadway located on the project's northern boundary. The proposed project shall construct Simpson Road at its ultimate half-section width along the project's frontage as a Secondary Arterial (100-foot right-of-way) from the project's western boundary to Briggs Road, consistent with the City's standards	Project Applicant	Prior to the preparation of final grading and street improvement plans; Ongoing, during construction.	City of Menifee Public Works Department	
COA TRAN-4: Briggs Road Briggs Road is a north–south oriented roadway located on the project's eastern boundary. The proposed project shall construct Briggs Road at its ultimate half-section width along the project's frontage as a Major Roadway (118-foot right-of-way) from the project's southern boundary to Simpson Road, consistent with the City's standards. Project shall pay fair share contributions for an additional 12-feet of pavement beyond the centerline on the east side of Briggs Road.	Project Applicant	Prior to the preparation of final grading and street improvement plans; Ongoing, during construction.	City of Menifee Public Works Department	

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On-site traffic signing and striping shall be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.				
TRIBAL CULTURAL RESOURCES				
Implement MM CUL-1 and MM CUL-2, above.				