CEQA ENVIRONMENTAL CHECKLIST FORM

PROJECT INFORMATION:

1.	**Project Title:**	Garbani North Residential Project Tentative Tract Map No. 38683
2.	**Agency Name:**	City of Menifee, Community Development Department 29844 Haun Road, Menifee, CA 92586
3.	**Agency Contact:**	Brandon Cleary, Associate Planner 951-723-7361
4.	**Project Location:**	The project site is located in the City of Menifee, County of Riverside, State of California and is bordered by Tupelo Road to the north Linda Lee Drive and single-family residential uses to the east, Garbani Road to the south, and single-family residential uses to the west.
	A. Total Project Area:	8.79 acres (9.21 gross acres)
	B. Assessor's Parcel No:	360-250-006
	C. Section: Township: Range	10 6 South 3 West
	D. Latitude: Longitude:	33°39'31.4"N 117°11'06.5"W
	E. Elevation:	1,520 AMSL
5.	**Project Applicant/Owners:**	168 Builders, Inc. 1211 Center Court Drive #200, Covina, CA 91724
	Engineer/Representative:	Elevated Entitlements 5716 Corsa Avenue Suite 201 Westlake Village, California 91362
6.	**General Plan Land Use Designation:**	2.1-5 du/ac Residential (2.1-5R)
7.	**Zoning Designation:**	Low Density Residential 2 (LDR-2)

PROJECT INFORMATION:

8. Project Description:

The project includes development of Tentative Tract Map No. 38683. The project site consists of one parcel. The project site is bound to the north by Tupelo Road, to the east by Linda Lee Drive and existing single-family residential, to the south by Garbani Road, and to the west by existing single-family residential. The project site is located on the southwest corner of Tupelo Road and Linda Lee Drive, north of the future extension of Garbani Road.

The project site is identified by one Assessor Parcel Number: 360-250-006 and includes the subdivision of the project site into 40 lots. Of the 40 total lots, 39 lots would be developed with single-family residential housing, with one single-family residence per lot (39 total dwelling units) and the preservation of one lot (Lot A) as open space land. The project site includes 9.21 acres (approximately 401,231 square feet) of gross lot area, with a total net area of 8.79 acres (approximately 382,892 square feet). In accordance with the project site's zoning, the lots of the project would have a 7,200 square foot minimum lot size and a maximum lot size of 8,624 square feet, with a density of 4.44 dwelling units per acre. In addition, minimum setbacks for the proposed lots would be a 5-foot side yard setback, a 10-foot rear yard setback, an average 15-foot front yard setback, and a 10-foot minimum distance between residential buildings. Building design would be in compliance with the City's Design Guidelines (2022) for single-family residential dwellings and hillside development. See Exhibits 1, 2, and 3.

Access/Circulation

Existing vehicular access to the project site is provided by Tupelo Road and Linda Lee Drive. Proposed vehicular access to the project would be provided by two access points: one existing access point along Linda Lee Road and one proposed access point along Tupelo Road. Linda Lee Road would provide access to the proposed single-family housing on the project site and continue to provide access to the existing single-family residential housing to the east. The proposed access point along Tupelo Road would include a new street, Brookside Road, that would travel north-south and parallel to Linda Lee Drive before curving southeast and terminating in a cul-de-sac. Brookside Road and Linda Lee Drive would be laterally connected by a new, short street traveling east-west and located in the middle of the project site to facilitate circulation between the eastern and western portions of the project site. Onsite parking would be provided for each single-family residential dwelling unit through garage parking as well as available street parking. No through-access is proposed on the project site to connect to Garbani Road to the south. See Exhibit 3.

Landscaping

The project would consist of approximately 101,207 gross square feet of landscaped area. This would include 92,194 square feet of landscaped area to be privately maintained by the proposed single-family homeowners and 9,013 square feet of open space to be maintained by the City. The landscape palette would include street trees, site accent trees, background trees, and front yard accent trees, shrubs, and grass. In accordance with City requirements, the project would provide a total of 14 trees for the proposed open space area (Lot A), 87 street trees, and 25 trees provided along the sloped areas of the project site, for a total of 126 proposed trees. See Exhibit 4. Landscaping would also include the erection of walls and fences throughout the project site to separate the lots of the subdivision. A block perimeter wall up to six feet in height would be installed around all parcels and on top of a retaining wall along the southern border of the project site. A vinyl 3-rail fence would be installed outside of the perimeter wall along Garbani Road. See Exhibit 5. All construction activities associated with landscaping would comply with Chapter 15.04, Landscaping Water Use Efficiency Requirements, of the City's Municipal Code (City of Menifee 2024a).

Grading and Drainage

Construction of the project would involve earthwork activities, including 21,825 cubic yards of cut; 32,244 cubic yards of fill; and approximately 12,419 cubic yards of soil import. A retaining wall up to six feet in height would also be erected along the southern border of the project site to stabilize the slope and screen Garbani Road from view. All construction activities associated with grading activities would comply with Chapter 7.90, Grading Regulations, of the City's Municipal Code regarding grading permits, submitting grading plans, erosion control plans, time of grading work, the import and export of earth materials, haul routes, and other applicable grading-related subsections in Chapter 7.90 of the City's Municipal Code (City of Menifee 2024a).

Regarding drainage, the project would include the construction of a storm drainage system, a bio-retention /detention basin and catch basin specific to Lot A for stormwater runoff, two water meters, and three fire hydrants. A bio-retention/detention basin plan is proposed for the project to internally capture and absorb stormwater onsite before discharging it to the proposed storm drainage system. All activities associated with the design and construction of drainage systems would comply with Chapter 7.90, Grading Regulations, of the City's Municipal Code regarding drainage and terracing, erosion control systems, National Pollutant Discharge Elimination System, and other applicable drainage-related subsections, as well as Chapters 15.01, Storm Water/Urban Runoff, and Chapter 15.04, Landscape Water Use Efficiency Requirements, of the City's Municipal Code (City of Menifee 2024a). The project would connect to existing sewer connections along Tupelo Road and Linda Lee Drive. See Exhibit 6.

Project Phasing

Construction of the project would occur over approximately 15 months from April 2025 to July 2026, and would include site clearing, grading/excavation, infrastructure improvements, building construction, finishings/architectural coatings, and paving and landscaping.

Site clearing would involve the site clearing of the existing onsite vegetation, and associated debris to construct the project. The grading phase would include moderate grading to the project site to ensure a proper base and slope for the proposed single-family residential housing dwelling units. This phase would involve earthwork activities, including 21,825 cubic yards of raw cut; 34,244 cubic yards of raw fill; and approximately 12,419 cubic yards of soil export to be transported off-site. The infrastructure improvements would occur in tandem with the building construction phase and include excavation for building foundations and utilities, concrete pours, carpentry, and building finishes. The finishings/architectural coatings phase would include the installation of windows, doors, appliances, and the application of interior and exterior paints and finish-coating materials. The paving and landscaping phase would include the paving of roadways, driveways, and sidewalks, as well as the installation of the proposed landscape plan.

In accordance with the City's Municipal Code Section 8.01.010, Hours of Construction, activities associated with the construction of the project would occur between the hours of 6:30 a.m. and 7:00 p.m. Monday through Saturday. No construction would occur on Sundays.

9. Surrounding Land Uses & Environmental Setting:

The subject site is comprised of one parcel located adjacent to the southwestern corner of Tupelo Road and Linda Lee Drive. The project site is currently vacant, undeveloped land. The project site is covered in dirt and contains some native shrubs and trees. Topographically, the project site has varying elevations and slopes from a higher elevation in the south to a lower elevation to the north. The total elevation range of the project site is approximately 1,490 to 1,530 feet above mean sea level.

The project site and surrounding area consist of undeveloped, vacant land, native vegetation, or low

density single-family residential housing. The site is surrounded by existing roadway infrastructure and single-family residential. Table 1 (Surrounding Land Uses) lists the different uses that are located immediately adjacent to the proposed project site.

The project site is zoned Low Density Residential 2 (LDR-2) and has a General Plan Land Use Designation of 2.1-5 du/ac (2.1-5R). In the City's Municipal Code, Section 9.130, Residential Zones, LDR-2 is defined as land zoned for single-family detached and attached residences with a minimum parcel size of 7,200 square feet, with limited agriculture and animal keeping permitted (City of Menifee 2024b). In the City's General Plan, the land use designation of 2.1-5 du/ac (2.1-5R) is defined as land designated for single-family detached and attached residences, with a density range of 2 to 5 dwelling units per acre, with limited agriculture and animal keeping permitted. As a low density single-family residential project with a proposed 7,200 square foot minimum lot size and a maximum lot size of 8,624 square feet and a density of 4.44 dwelling units per acre, the project would be consistent with, as well as maintain, the existing zoning and General Plan land use designations.

Table 1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	2.1-5 du/ac Residential (2.1-5R)	LDR-2	Vacant, Undeveloped
North	Right-of-Way (ROW)	Right-of-Way (ROW)	Tupelo Road
South	Right-of-Way (ROW)	Right-of-Way (ROW)	Garbani Road
East	Right-of-Way (ROW)	Right-of-Way (ROW); LDR-2	Linda Lee Road, single-family residential
West	2.1-5 du/ac Residential (2.1-5R)	LDR-2	Single-family residential

In accordance with State CEQA Guidelines (CEQA Guidelines) Section 15064(h), this IS/MND includes an evaluation of the project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064(h) states:

1. When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects;

2. A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable;

3. A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular

requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

4. The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.

In light of the guidance summarized above, the discussion of a project's cumulative impacts, in combination with other related projects, can be based on either a list of past, present, and probable future projects, or a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to a cumulative effect, as stated in CEQA Guidelines Section 15130(b)(1)(A),(B). The lead agency may also blend the "list" and "plan" approach to analyze the severity of cumulative impacts and their likelihood of occurrence. For the purposes of the proposed project, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a cumulative impact on the environment, when considered in combination with the project, were identified.

The cumulative projects identified are included in Table 2, Cumulative Projects. A total of six cumulative projects were identified within one mile of the project site. An analysis of the cumulative impacts associated with these cumulative projects and the proposed project are included under each individual environmental impact section of this IS/MND.

Table 2
Cumulative Projects List

Project Number	Project Name (City Project Number)	Location/Address	Project Description	Size	Units	Status
1	Golden Meadows (181)	APN 360-300-002, -003, -004, -005, -006, and 360-350-001	Residential	240	lots	Under review
2	Garbani South (179)	APNs 360-350-004 and -005	Residential	33	lots	Approved
3	Golden Meadows (42)	APN 360-300-002, -003, -004, -005, -006, and 360-350-001	Residential	474	lots	Approved
4	Garbani & Evans Residential Tract (222)	Northwest corner of Evans Rd and Garbani Rd	Residential	66	lots	Under review
5	Estrella (formerly Rowland/Menifee 80) (19)	SE corner of Evans Road and Holland Road	Residential	80	lots	Final Engineering
6	Adler Ranch (45)	SE corner of Antelope Road and Craig Avenue	Residential	327	du	Under construction
7	Hidden Hills TR30142 (40)	Evans Road south of Craig Avenue, north of Garbani Road	Residential	512	du	Under review

PROJECT INFORMATION:

Project Number	Project Name (City Project Number)	Location/Address	Project Description	Size	Units	Status
8	Fitwell Health (216)	Haun Road	Mixed-use development which includes 9,000 sf office use, 35,000 sf fitness center/museum, and 34,200 ft multi-purpose center	78,200	sf	Under review

Source: City of Menifee CIP/Land Development Dashboard 2024.

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

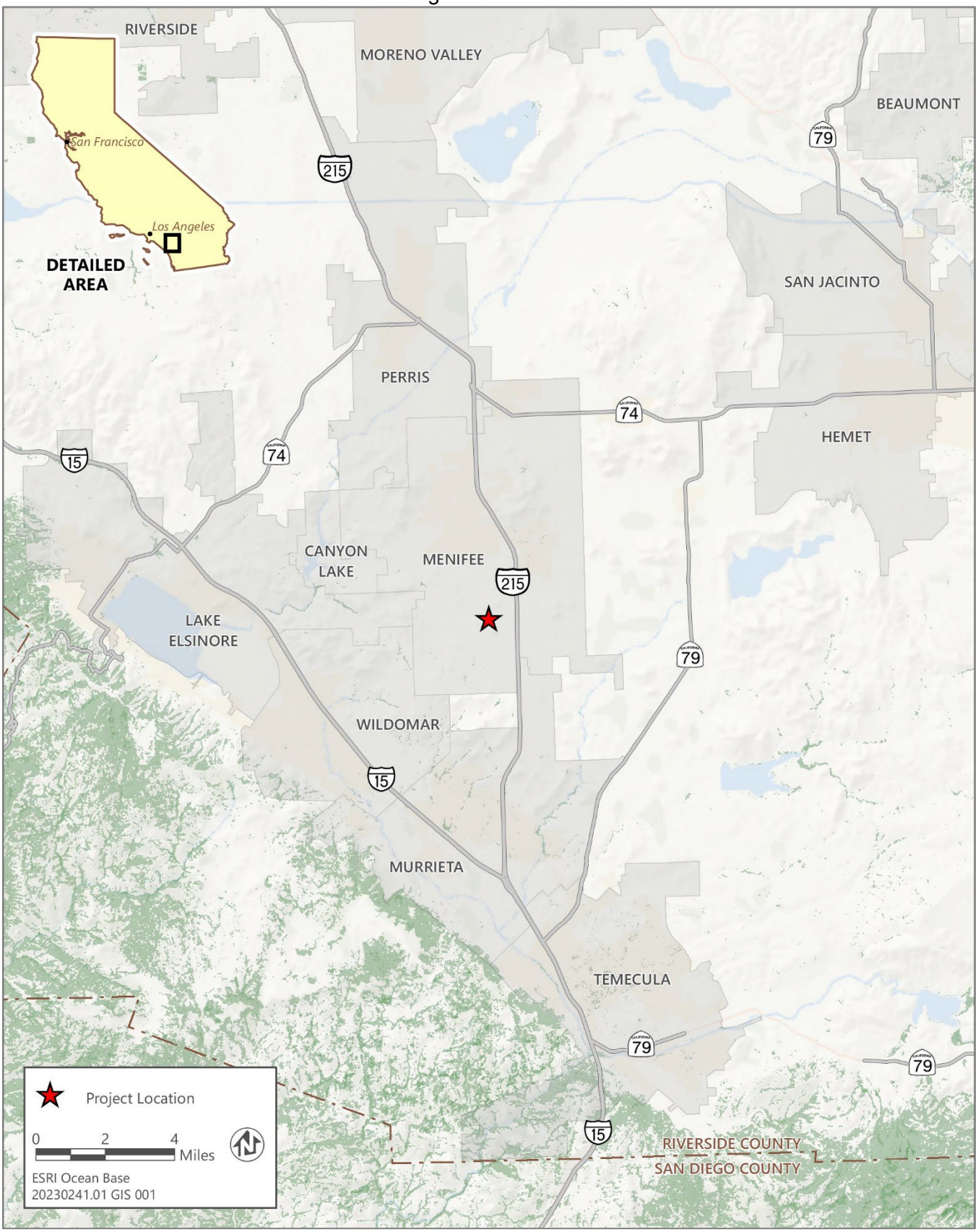
Building Permit
Grading Permit
Construction General Permit
Encroachment Permit
CDFW Incidental Take Permit (Possible)

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

Yes, the City conducted consultation with California Native American tribes pursuant to Assembly Bill (AB) 52 to identify tribal cultural resources in or near the Project Site. The City sent consultation notification letters via certified mail to Native American groups geographically and culturally affiliated with the Project Site on March 31, 2023. The Pechanga Band of Luiseño Mission Indians, Soboba Band of Luiseño Indians, Rincon Band of Luiseño Indians, and Agua Caliente Band of Cahuilla Indians were notified. Per AB 52, tribal governments have 30 days to respond to the City's request for consultation. All four tribes responded and indicated that the project site is located within their tribal Traditional Use Area.

For further information, please refer to Section XVIII, Tribal Cultural Resources.

Exhibit 1
Regional Location

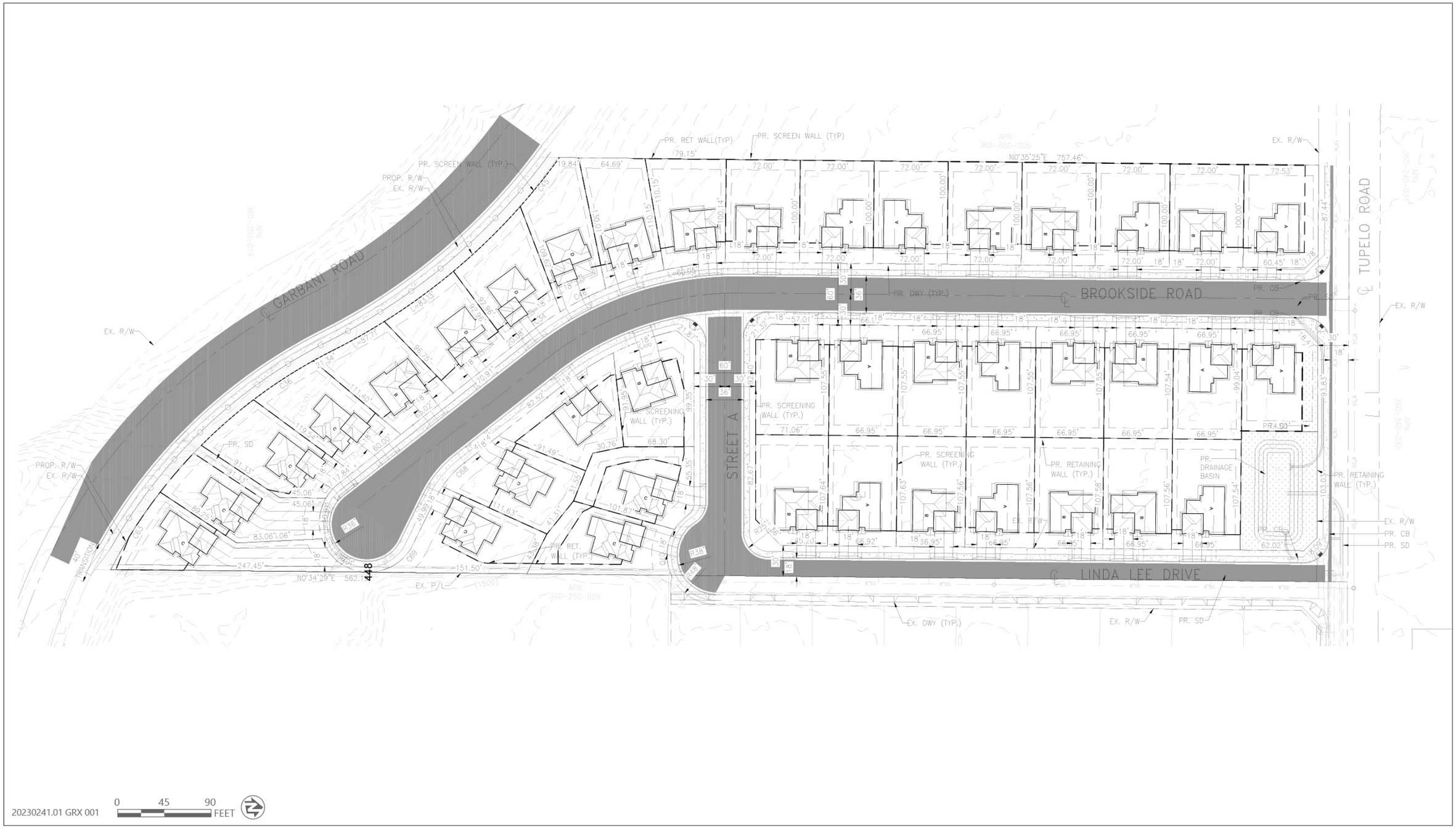


Source: Adapted by Ascent in 2024

Exhibit 2
Project Site

Source: Data downloaded from County of Riverside in 2023; adapted by Ascent in 2024

Exhibit 3
Site Plan

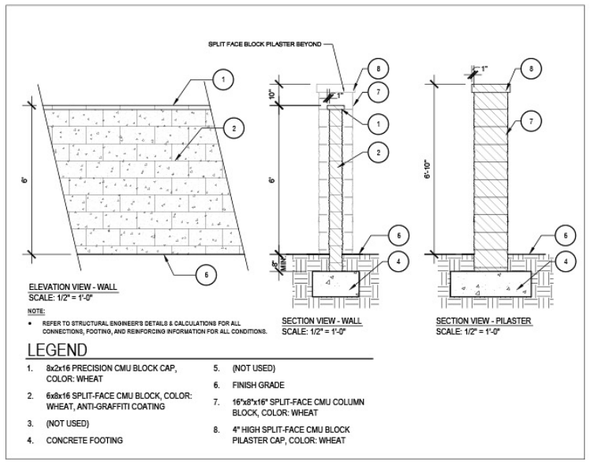


Source: Image produced and provided by BLUE Engineering and Consulting, 2024

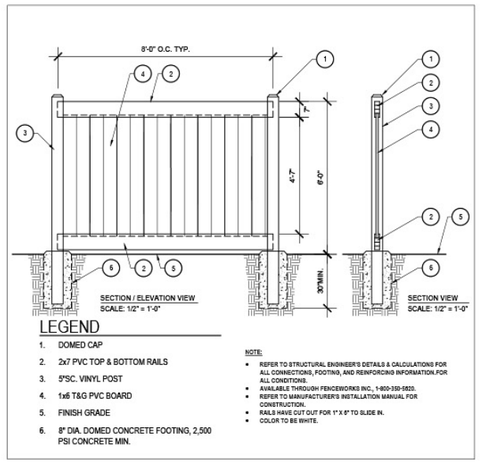
Exhibit 4
Landscape Plan

Source: Image produced and provided by C Scape Creative Landscape Architects, 2024

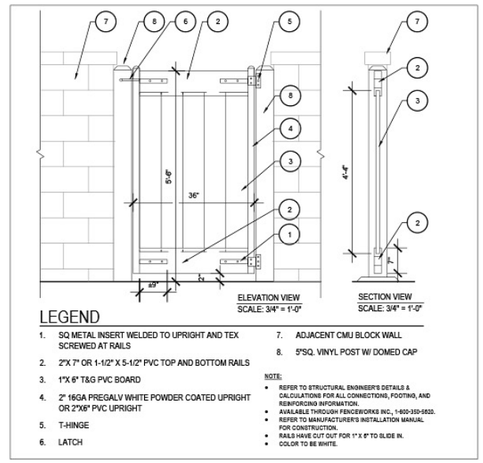
Exhibit 5
Wall and Fencing Plan



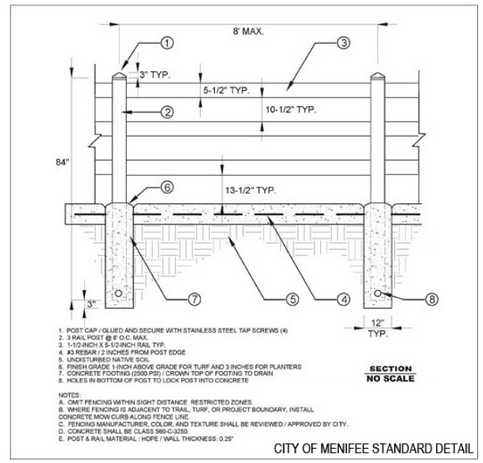
FULL HEIGHT CMU BLOCK WALL AND PILASTER



FULL HEIGHT VINYL FENCE



FULL HEIGHT VINYL GATE



3-RAIL VINYL FENCE
(GARBANI ROAD ONLY, TO MATCH EXISTING)
COLOR: WHITE

MAINTENANCE RESPONSIBILITY LEGEND

SYMBOL	DESCRIPTION	TOTAL MAINT. AREAS (S.F.)	IRRIGATED AREAS (S.F.)	NON-IRRIGATED AREAS (S.F.)	STREET LIGHT (COUNT)	STREET TREE (COUNT)
	CITY MAINTAINED AREAS - (GARBANI ROAD, QUALITY BASIN AREA - LOT A)	21,159 S.F.	12,358 S.F.	8,811 S.F.	0	24
	PRIVATE HOME OWNER MAINTAINED AREAS	106,893 S.F.	73,716 S.F.	33,177 S.F.	8	53

Landscape Maintenance Responsibility :

1) Landscapes shall be maintained to ensure water efficiency. A regular maintenance schedule shall include but not limited to checking, adjusting, cleaning and repairing equipment; resetting the automatic controller, aerating and detaching turf areas; replenishing mulch; fertilizing; pruning; and weeding in all landscape areas.

2) Repair of irrigation equipment shall be done with the originally specified materials or their approved equivalents.

Operation and Maintenance Manuals:
Prepare and deliver to the WD Representative, prior to the start of maintenance, all required and necessary descriptive material in complete detail and sufficient quantity, properly prepared in four individually bound copies. Describe the material installed in sufficient detail to permit qualified operating personnel to understand, operate and maintain all equipment. Each manual shall include the following:

I. Index sheet indicating the Contractor's name, address and telephone number, fax number and e-mail address.

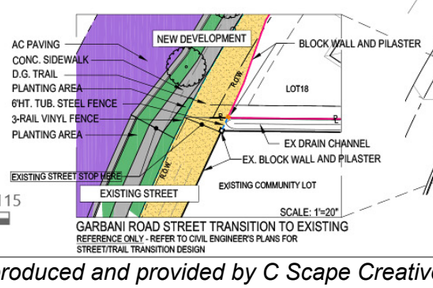
II. Duration of guarantee period with guarantee forms.

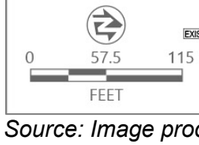
III. List of equipment with names and addresses of manufacturer's local representatives.

Iv. Complete operating and maintenance instructions on all major equipment.

WALL & FENCE LEGEND

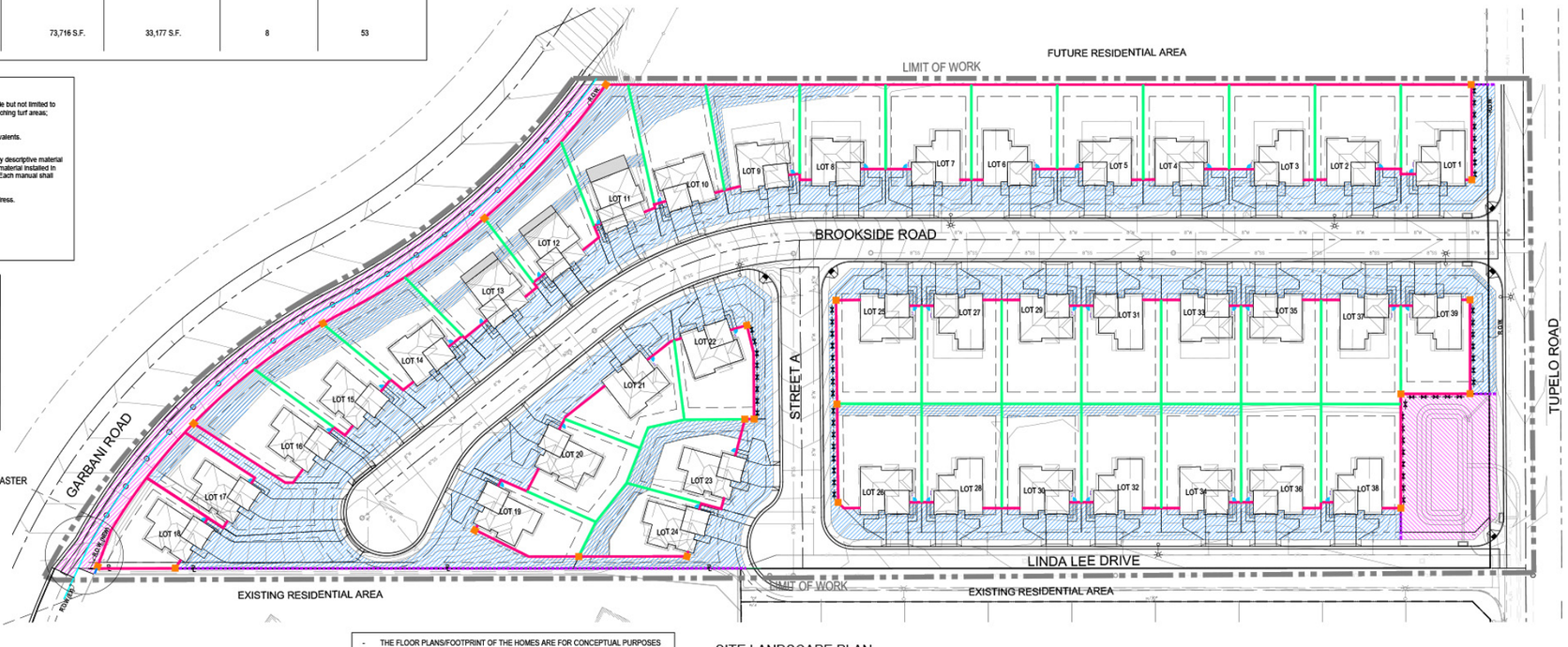
- 6'-10" HIGH, 16"SQ. SPLIT-FACE CMU BLOCK PILASTER WITH 2" THICK PRECISION CMU BLOCK CAP, COLOR: WHEAT
- 6'-0" HIGH SPLIT-FACE CMU BLOCK WALL WITH 2" THICK PRECISION CMU BLOCK CAP, COLOR: WHEAT
- 6'-0" HIGH, VINYL PRIVACY FENCING, COLOR: WHITE
- 6'-0" HIGH, VINYL SIDE YARD GATE, COLOR: WHITE
- 3-RAIL VINYL FENCE, TO MATCH ADJACENT EXISTING FENCE TO CONTINUE
- 6" WIDE CONCRETE MOW CURB, COLOR: NATURAL GRAY
- 6'-0" HIGH, TUB. STEEL FENCING, COLOR: BLACK - DETAIL ON SHT. L-1





NOTES

- NO MONUMENTATION WALL IS PROPOSED.



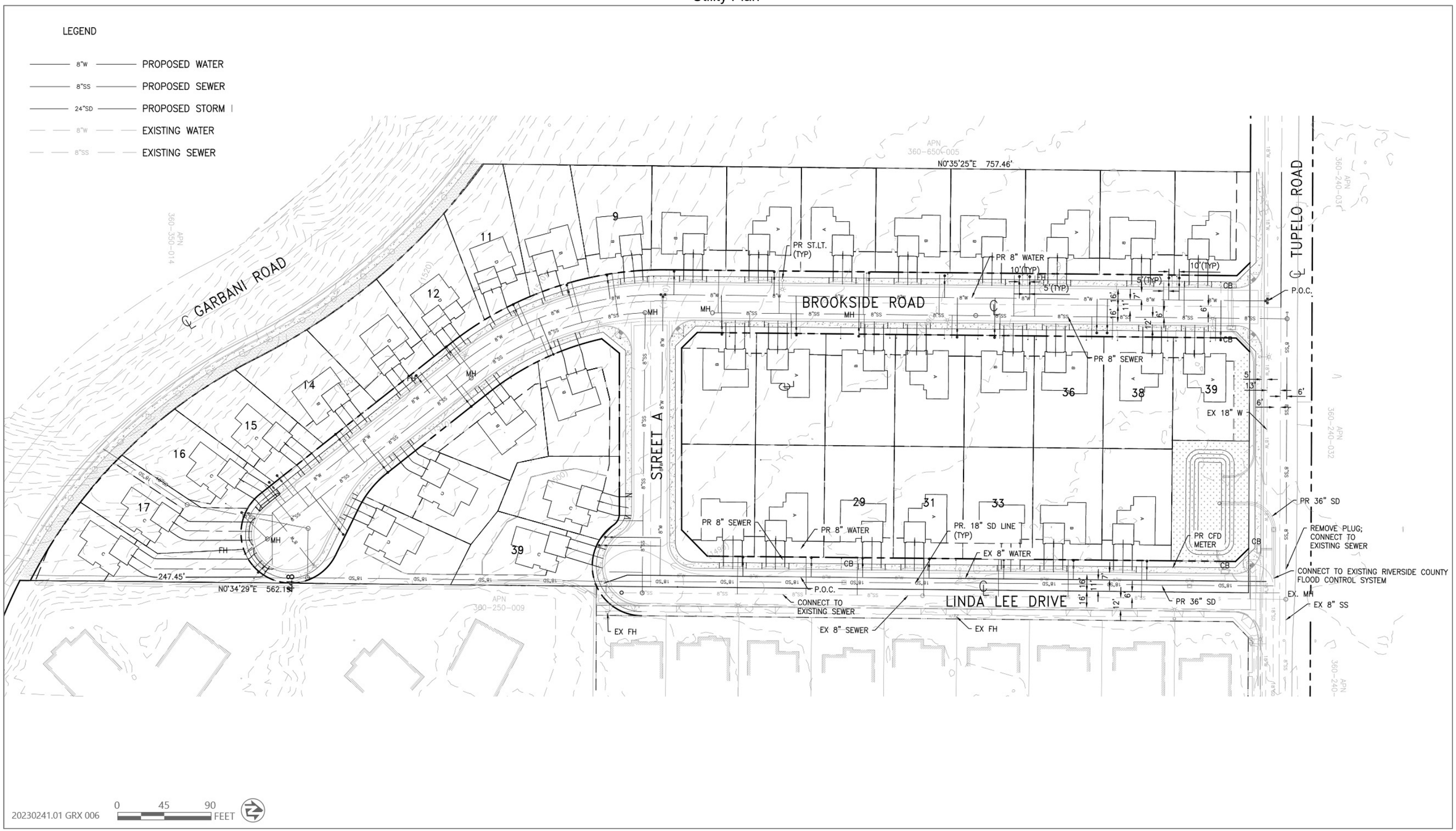
- THE FLOOR PLANS/FOOTPRINT OF THE HOMES ARE FOR CONCEPTUAL PURPOSES ONLY AND THE FINAL PLOTTING OF HOMES WILL BE PER SEPARATE PERMIT.

SITE LANDSCAPE PLAN

20230241.01 GRX 005

Source: Image produced and provided by C Scape Creative Landscape Architects, 2024.

Exhibit 6
Utility Plan



Source: Image produced and provided by Blue Engineering & Consulting, 2024; Adapted by Ascent in 2024.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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

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

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

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

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

DETERMINATION:

On the basis of this initial evaluation:

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

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

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

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

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

Signature	Date
Printed Name	Title

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used. Identify and state where they are available for review.

    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

7) Supporting Information Sources: A source list should be attached, and other sources used 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.

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Appendices

I. AESTHETICS

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

Sources: California Department of Transportation, Scenic Highway System Map (Caltrans 2024); General Plan Draft Environmental Impact Report (City of Menifee 2013a); General Plan Community Design Element, Exhibit CD-1: Community Gateways (City of Menifee 2013b); General Plan Community Design Element, Exhibit CD-2: Enhanced Landscape Streets and Scenic Corridors (City of Menifee 2013c); General Plan Circulation Element, Exhibit C-8: Scenic Highways (City of Menifee 2013e).

Applicable General Plan Policies:

- **CD-1:** Community Image. A unified and attractive community identity that complements the character of the City's distinctive communities.
- **CD-3:** Design Quality. 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.
- **CD-4:** Corridors and Scenic Resources. Recognize, preserve, and enhance the aesthetic value of the City's enhanced landscape corridors and scenic corridors.
- **CD-6:** Community Design Features. Attractive landscaping, lighting, and signage that conveys a positive image of the community.

Analysis of Project Effect and Determination of Significance:

a) Less-Than-Significant Impact. According to the City's General Plan Environmental Impact Report (2013), many of the scenic features and scenic vistas, such as the natural mountainous setting, alluvial fans, steep slopes, mountain peaks and ridges, rounded hills with boulder outcrops, farmland, and open space are outside the City limits and beyond the planning area boundary of the City (City of Menifee 2013a). Scenic views from Menifee include the San Jacinto Mountains to the northeast and east; the San Bernardino Mountains to the north; the San Gabriel Mountains to the northwest; and the Santa Ana Mountains to the west and southwest (City of Menifee 2013a).

Scenic vistas can be adversely affected by either erecting structures or development that block views of the scenic vista or by altering the scenic vista itself through development on an identified scenic vista. The project site is currently vacant, undeveloped land and ranges in elevation from 1,490 to 1,530 (a total geographic relief of 40 feet). The project site is not located within a Community Gateway area of the City, nor is it located within an Enhanced Landscape Streets and Scenic Corridors area of the City, according to the Community Design Element (City of Menifee 2013b: Exhibit CD-1 Community Gateways, City of Menifee 2013c: Exhibit SD-2 Enhanced Landscaped Streets and Scenic Corridors).

I. AESTHETICS

As stated in the City's General Plan Open Space and Conservation Element, the prominent, natural hillsides are one of the City's most identifiable features. Exhibit OSC-2 illustrates the City's significant slopes. The southern boundary of the project site adjacent to and immediately north of Garbani Road is identified on Exhibit OSC-2 as having 15 to 20 percent slopes (City of Menifee 2013d). These slopes are included as part of the project site. Ten of the proposed 39 single-family homes would be located along these sloped areas, six of which would involve slope modifications to accommodate construction of the single-family homes themselves, while modifications of the sloped areas of the remaining four homes would be limited to landscaped backyards and would not disturb the existing natural gradients. A retaining wall up to six feet in height would also be erected along the southern border of the project site along Garbani Road to screen Garbani Road from view. A perimeter wall up to 6 feet in height would be installed on top of the retaining wall. Therefore, the project would include alteration of an existing significant sloped area that is identified as having significant scenic value in the City's General Plan Open Space and Conservation Element.

Nevertheless, the City's General Plan EIR concluded that further development of the City would not have a significant impact on scenic vistas with the implementation of the Menifee Municipal Code (MMC) and applicable General Plan policies protecting aesthetic resources and the intended character of the City. In accordance with the MMC, the project would be consistent with the underlying zoning of Low Density Residential (LDR2) and General Plan land use designation of 2.1-5 du/ac (2.1-5R) of the project site. Therefore, construction and operation of the project site as a single-family residential development is a land use permitted by-right. In accordance with the intended character of the City, building design of the proposed single-family housing would be in compliance with the Single-Family Residential section and Hillside Development section of the City's 2022 Design Guidelines. In addition, due to the proposed low-density development, long distance views of the hillside south of Garbani Road, which exhibits slopes of 15 to 20 percent, would not be obstructed. In addition, the project would not obstruct short or long-distance views looking east along Tupelo Road to Bell Mountain or views north along Linda Lee Drive to the significant slopes identified along the intersection of Linda Lee Drive and Craig Avenue. Therefore, adherence to regulatory compliance of the MMC and consistency with the City's Design Guidelines would ensure that the project would not have a substantial adverse impact related to a scenic vista. This impact would be less than significant.

b) No Impact. As stated in the General Plan Draft EIR, there are no officially designated state scenic highways within or in proximity to the City. This is evidenced in Exhibit C-8: Scenic Highways, of the General Plan Circulation Element, which shows that there are no state-designated scenic highways located within the City (City of Menifee 2013e). The nearest eligible county scenic highway is State Route 215, located approximately 0.75-mile east of the project site (City of Menifee 2013e), and the nearest eligible state scenic highway is State Route 15, is located approximately 5 miles south of the project site, as shown in the California State Scenic Highway System Map produced by the California Department of Transportation (Caltrans) (Caltrans 2024). Therefore, the project site is not located within a scenic highway, and project implementation would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The project would have no impact.

c) Less-Than-Significant Impact. The General Plan Draft EIR anticipated that at full buildout of the General Plan, development in many parts of the City would intensify urban development in currently undeveloped areas and that portions of the City that are currently vacant land or farmland would be developed with a mix of residential, commercial, industrial, and institutional uses (City of Menifee 2013a: 5.1-10). The General Plan Draft EIR also acknowledged that the total residential intensity within the City would more than double, from 30,269 dwelling units in 2010 to 63,754 dwelling units at buildout in 2030, along with increasing its nonresidential development more than fourfold (City of Menifee 2013a: 5.1-10). Therefore, the City is expected to slowly transition from a historically rural environment into a more urbanized city characterized by low-density residential and nonresidential development.

To that end, existing conditions of the project site include vacant, undeveloped land with scattered native shrubs and trees. Therefore, development of the project site with single-family residential housing uses would change the existing visual character or quality of public views of the project site. However, the project site is located in an area surrounded by low-density single-family residential housing to the west and by Tupelo

Road, Linda Lee Drive, and Garbani Road to the north, east, and south, respectively. Across from these roadways are other low-density single-family housing and undeveloped vegetated land. Therefore, operation of the project as a low-density single-family development would be consistent with the character and scale of existing development in the surrounding area. In addition, the project would be consistent with, and maintain, the existing zoning (LDR-2) and General Plan land use designations (2.5-R) of the project site. Regarding other regulations governing scenic quality, the project would also be required to comply with the Single-Family Residential section and Hillside Development section of the City's Design Guidelines (a consistency analysis of this is provided in Section XI, "Land Use/Planning," of this IS/MND).

Construction of the project would include the use and storage of machinery and equipment onsite, as needed, which could have the potential to affect public views of the project site and surrounding area. However, construction activities would be short-term and temporary in nature and would not have a permanent visual character or quality impact. Therefore, construction and operation of the project would not substantially degrade the existing visual character or quality of public views of the project site or surrounding vicinity, which is in an urbanizing area. This impact would be less than significant.

d) Less-Than-Significant Impact. A significant impact would generally occur if a project introduced new sources of light or glare from a project site which would be incompatible with the areas surrounding the project site, or which would pose a safety hazard to motorists utilizing adjacent streets. The existing conditions of the project site include vacant, undeveloped land with no lighting provided onsite. There are two streetlights located along Linda Lee Drive, which provide nighttime lighting to the low-density single-family development east of and adjacent to the project site. There are no existing streetlights located along Tupelo Road along the northern boundary of the project site.

Construction activities would require lighting that would introduce temporary sources of lighting and glare onsite. These light sources would be associated with security lighting either as construction workers arrive to the project site to begin work at 6:30 a.m. or as construction workers leave the project site for the day at 7:00 p.m., Monday through Saturday, in accordance with MMC Section 8.01.010, Hours of Construction. No construction would occur on Sundays. Lighting associated with construction activities would be temporary in duration and short-term in nature, only lasting until the completion of construction activities. Therefore, construction lighting would not create a permanent adverse impact on day or nighttime views in the area.

Operation of the project would introduce new sources of light compared to existing conditions. This would include lighting interior to each single-family home and street lighting installed on Brookside Road, Street A, and Linda Lee Drive. However, outdoor lighting for construction and operation is regulated by MCC Chapter 6.01: Dark Sky; Light Pollution, and as such, both construction and operation of the project would be required to comply with this chapter regarding approved materials and methods of installation, requirements for lamp sources and shielding, submission of plans and evidence of compliance, and prohibition of certain lighting.

In addition, the General Plan Community Design Element includes the following goals that contain lighting design policies which the project's operational design would adhere to:

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

Adherence to the MMC and General Plan Community Design Element would ensure that both construction and operation of the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. For these reasons, this impact would be less than significant.

Cumulative Impacts

Less-Than-Significant Impact. Development of the project in conjunction with cumulative projects in the vicinity would result in an intensification of existing land uses within the City. This intensification is anticipated and accounted for in the City's General Plan, which estimates that that the total residential intensity within the City would more than double and its nonresidential intensity would increase more than fourfold (City of

Menifee 2013a: 5.1-10). However, development of the cumulative projects is expected to occur in accordance with adopted plans and regulations in the General Plan and MMC. Like the proposed project, the cumulative projects would be subject to environmental review and the project review process with the City to ensure that each cumulative project would be designed and constructed in a manner that is consistent and compatible with the character and aesthetic visual quality of the surrounding environment and the City. Aesthetic impacts would be minimized and, if necessary, mitigation would be implemented. This impact would be less than significant.

Mitigation Measures:

No mitigation measures are required.

II. AGRICULTURE AND FORESTRY RESOURCES

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

Sources: City of Menifee General Plan Draft EIR (City of Menifee 2013a); Department of Conservation (DOC 2024a; DOC 2022).

Applicable General Plan Policies:
None.

Analysis of Project Effect and Determination of Significance:

a) No Impact. As stated in the General Plan Draft EIR, the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland, which are used to help preserve productive types of farmland and to analyze impacts to farmland in the state (City of Menifee 2013a).

According to the DOC, the project site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; it is classified as "Other Land" (DOC 2024a). As discussed in the General Plan Draft EIR, "Other Land" is defined as land not included in any other mapping category, and examples include low density rural developments, brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities, strip mines, borrow puts, water bodies smaller than 40 acres, and vacant, non-agricultural land surrounded on all sides by urban development and greater than 40 acres. Land closest in proximity to the project site that is classified for agricultural use is 0.7 miles west of the project site, which is classified at Unique Farmland, and land 1 mile southeast of the project site, which is also classified as Unique Farmland. Implementation of the project would be confined to the boundaries of the

project site and would not encroach upon any agricultural land. Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Important to non-agricultural use. The project would have no impact, and no further analysis is required.

b) No Impact. The Williamson Act provides tax incentives for landowners who enter into contracts with the local government for long-term use restrictions on agricultural land and open space land (City of Menifee 2013a). In practice, property owners commit their land to farming for a minimum of 10 years and in return receive tax benefits on their agricultural production rather than on the property's market value (City of Menifee 2013a).

The project site is not zoned for agricultural use or enrolled under a Williamson Act contract (DOC 2022). The project site has a current zoning designation of Low Density Residential 2 (LDR-2) and would not be sited on land enrolled under the Williamson Act. Neither are there are lands enrolled under the Williamson Act in the immediate project vicinity, as shown on the DOC's California Williamson Act Enrollment Finder website (DOC 2022). Therefore, implementation of the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

c) No Impact. As discussed above, the project site is zoned Low Density Residential and would not change its zoning. The project site currently consists of vacant, undeveloped land and contains scattered native shrubs and trees. No forest land, timberland, or timberland production is located on, or adjacent to, the project site. Further, implementation of the project site would be confined to the boundaries of the project site and would not encroach upon any land zoned for forest land, timberland, or timberland production. Therefore, the project would not conflict with existing zoning for, or cause the rezoning of, forest land, timberland, or timberland zoned for timberland production. No impact would occur.

d) No Impact. As previously discussed, no forest land is located on, or adjacent to, the project site, and implementation of the project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, the project would have no impact.

e) No Impact. No land zoned for farmland or agricultural use exists on or adjacent to the project site. The nearest land zoned for agricultural use is located 0.7 mile west and 1 mile southeast of the project site, and implementation of the project would not encroach on this agricultural land or involve other changes that would result in the conversion of this land to non-agricultural use. No land zoned for forest land exists on or adjacent to the project site, and implementation of the project would not encroach on forestland or involve other changes that would result in the conversion of forestland to non-forestland use. Therefore, the project would have no impact.

Mitigation Measures:

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

Sources: City of Menifee General Plan Draft EIR; City of Menifee General Plan Open Space and Conservation Element; SCAQMD Air Quality Analysis Handbook – Localized Significance Thresholds; SCAQMD Air Quality Management Plan (SCAQMD 2009); SCAQMD Rule 403 (SCAQMD 2005); SCAQMD Rule 1108 (SCAQMD 1985); SCAQMD Rule 1113 (SCAQMD 2016); CalGreen Code – Title 24 Part 1 and Part 6.

Applicable General Plan Policies:

- **OSC-9.1:** Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.
- **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.
- **OSC-9.3:** Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.
- **OSC-9.4:** Support the Riverside County Regional Air Quality Task Force, the Southern California Association of Government's Regional Transportation Plan/Sustainable Communities Strategy, and the South Coast Air Quality Management District's Air Quality Management Plan to reduce air pollution at the regional level.
- **OSC-9.5:** Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.

Analysis of Project Effect and Determination of Significance:

a) Less-Than-Significant Impact. The proposed project would be consistent with the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the South Coast Air Quality Management District's Air Quality Management Plan (AQMP). The governing land use document relevant to the project area is the City's General Plan. The project would also be consistent with General Plan policy OSC-9.4 in support of SMAQMD's AQMP, the regional plan for improving air quality, meeting federal standards for air pollutants, and reducing ozone to meet standards by 2037.

Projects that propose development consistent with the General Plan's land use designations are considered consistent with the AQMP.

As discussed below in section XI, "Land Use and Planning," exhibit LU-1, Land Use Map, of the City's General Plan Land Use Element identifies land use designations within the City, including residential, commercial, industrial, open space, institutional, agricultural, business park and economic development centers, public facilities, and recreation areas, among others. The project site is zoned Low Density Residential 2 (LDR2) and has a General Plan land use designation of 2.1-5 du/ac residential (2.1-5R). Since the project is designated as a low density single-family residential project with a proposed 7,200 square foot minimum lot size and a maximum lot size of 8,624 square feet and a density of 4.44 dwelling units per acre, the project would be consistent with, as well as maintain, the existing zoning and General Plan land use designations. In addition, the General Plan designates the areas east, west, and north as lower density residential. Therefore, the project would be consistent and compatible with the surrounding development and land uses.

Pursuant to SCAQMD guidelines, since the project would be consistent with the land use designation in the General Plan, the proposed project would be considered consistent with the region's AQMP. As such, project-related emissions are accounted for in the AQMP, which has been crafted to bring the Basin into attainment status for all nonattainment pollutants and precursors thereof. Accordingly, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant.

b) Less-Than-Significant Impact. The proposed project would not exceed SMAQMD's mass regional thresholds of significance for construction or operations. Thus, this impact would be less than significant.

Construction

Construction of the proposed project has the potential to create air quality impacts through the use of vehicles and equipment such as heavy-duty construction equipment, construction workers' vehicle trips, and heavy-duty haul truck trips. Construction emissions can vary substantially from day to day depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions. Additionally, fugitive PM_{10} and $PM_{2.5}$ emission estimates reflect compliance with SCAQMD Rule 403, which is mandatory. SCAQMD Rule 403 requires site pre-watering and re-watering as necessary to maintain sufficient soil moisture content. Construction emissions were modeled in CalEEMod version 2022.1 based on a combination of project-specific information provided by the project applicant, and model defaults. Construction-related regional maximum emission estimates are shown in Table III-1. Modeling details and assumptions can be found in Appendix A. Construction is expected to begin in April 2025 and conclude in Jully of 2026. As shown, the proposed project's maximum daily project-related criteria pollutants emissions would not exceed SCAQMD's construction thresholds for any pollutant.

Table III-1
Estimated Maximum Regional Construction Emissions (lb/day)

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
2025	3.5	44.1	34.1	<1	12.3	6.3
2026	35.2	10.1	13.8	<1	<1	<1
SCAQMD Regional Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Note: VOC = Volatile Organic Compound, NO_x = Nitrogen Oxides, CO = Carbon Monoxide, SO_x = Sulfur Oxides, PM_{10} = Particulate Matter 10 micrometers or less in diameter; $PM_{2.5}$ = Particulate Matter 2.5 micrometer or less in diameter; SCAQMD = South Coast Air Quality Management District

Source: Adapted by Ascent from Appendix A

Operations

Once fully operational in 2027, the proposed project would generate operational emissions associated with project-generated vehicle trips, natural gas usage associated with space and water heating, and area sources such as fireplaces, consumer products, landscaping, and periodic painting. Additionally, per SCAQMD Rule 445, no wood burning devices would be installed in the new homes. As shown in Table III-2, the proposed project's maximum daily project-related criteria pollutants emissions would not exceed SCAQMD's operational thresholds for any pollutant.

Table III-2
Estimated Maximum Regional Operational Emissions (lbs/day)

Sector	VOC[1]	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile Sources	1.4	1.3	11.2	<1	2.5	<1
Area Sources	12.8	<1	19.8	<1	2.8	2.7
Energy Sources	<1	<1	<1	<1	<1	<1
Total Maximum Daily Emissions	14.2	2.4	31.2	<1	5.3	3.4
SCAQMD Regional Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[1] Emissions may not add up exactly because of rounding

Note: VOC = Volatile Organic Compound, NO_x = Nitrogen Oxides, CO = Carbon Monoxide, SO_x = Sulfur Oxides, PM_{10} = Particulate Matter 10 micrometers or less in diameter; $PM_{2.5}$ = Particulate Matter 2.5 micrometer or less in diameter; SCAQMD = South Coast Air Quality Management District

Source: Adapted by Ascent from Appendix A.

Summary

Proposed project construction activities nor project operations would generate maximum daily project-related emissions exceeding SCAQMD's regional construction or operational period thresholds. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, and the impact would be less-than-significant.

c) Less-Than-Significant Impact.

The proposed project would contribute to localized air pollutant emissions during construction (short term) and project operations (long term). The analysis of receptor pollutant exposure includes a discussion of short-term exposure to criteria pollutants (i.e., LSTs) and toxic air contaminants (TACs) (i.e., exposure to diesel exhaust), while the long-term analysis includes a discussion of criteria pollutants, TACs, as well as concentrations of CO (i.e., CO hot spots) due to increased congestion and degraded roadway conditions as a result of project implementation.

Localized Proposed Project Emissions and SCAQMD Localized Significance Thresholds

Project construction would emit localized pollutants through the on-site use of heavy-duty construction equipment as well as fugitive dust from ground-disturbing activities. These localized emissions could expose nearby sensitive receptors to substantial pollutant concentrations. SCAQMD has developed a set of localized mass emissions rate lookup tables that can be used to evaluate localized impacts that may result from construction- and operations-period emissions. According to SCAQMD, only those emissions that occur on-site are to be considered in the Localized Significance Threshold (LST) analysis. Consistent with SCAQMD LST methodology, emissions related to haul truck and employee commuting activity during construction and operations are not considered in the evaluation of localized impacts. The LSTs are based on the size of the project area that is active (or disturbed) daily, ambient air quality, and the distance to nearby sensitive receptor locations.

SCAQMD LSTs are lower for projects that are smaller in acreage and closest to homes, and increase as projects increase in acreage and distance from homes. The lowest LSTs are for 1- acre project areas with receptors 25 meters away from the project edge. In an effort to present a conservative yet realistic analysis, the construction LST analysis is based on the assumption that one acre of the project site could be disturbed daily during construction. Moreover, given the presence of residences near the project site, the LSTs are assumed at a 25-meter receptor distance, which is the shortest distance assumed in SCAQMD's LST guidance. However, for operation, the entire project site would be active during operations. Therefore, consistent with SCAQMD's LST guidance, the operational LST analysis is based on a five-acre project site, which is the highest acreage allowed in the SCAQMD's LST guidance and associated lookup tables, and a 25-meter receptor distance.

As shown in Table III-3, localized emissions during construction would not exceed the applicable LSTs for the project area. Consistent with SCAQMD guidance, because LSTs would not be exceeded, no further analysis is warranted.

Table III-3
Estimated Localized Construction Emissions (lb/day)

Phase	NO_x	CO	PM_{10}	$PM_{2.5}$
2025 Construction				
Site Preparation	<1	<1	<1	<1
Grading	<1	<1	<1	<1
Building Construction	6.0	7.5	<1	<1
2025 Maximum	**6.0**	**7.5**	**<1**	**<1**
2026 Construction				
Building Construction	<1	<1	<1	<1
Paving	<1	<1	<1	<1
Architectural Coating	<1	<1	<1	<1
2026 Maximum	**<1**	**<1**	**<1**	**<1**
SCAQMD *Localized Significance Threshold*[1]	*118*	*602*	*4*	*3*
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**

[1] Localized significance threshold for construction are based on a 1-acre construction site and 25-meter distance to receptors within SRA 24 (Perris Valley). SCAQMD has not developed LSTs for VOC, SO_2, or Pb emissions.

Source: Modeled by Ascent in 2024.

As shown in Table III-4, localized emissions during operations would not exceed the applicable LSTs for the project area. Consistent with SCAQMD guidance, because LSTs would not be exceeded, no further analysis is warranted.

Table III-4
Estimated Localized Operational Emissions (lb/day)

Sector	NO_x	CO	PM_{10}	$PM_{2.5}$
Area Sources	<1	19.8	1.4	1.4
Energy Sources	<1	<1	<1	<1
Maximum Daily	**1.2**	**20.0**	**1.4**	**1.4**
SCAQMD *Localized Significance Threshold*[1]	*270*	*1,577*	*4*	*2*
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**

[1] Localized significance thresholds for operations are based on a 5-acre construction site and 25-meter distance to receptors within SRA 24 (Perris Valley). SCAQMD has not developed LSTs for VOC, SO_2, or Pb emissions.

Note: Emissions may not add up exactly because of rounding

Source: Modeled by Ascent in 2024.

Proposed Project Toxic Air Contaminant Emissions

With respect to TACs, the closest sensitive land uses are the residential areas to the east, west and north of the project site, as well as Paloma Valley High School northwest of the project site. Construction would be sporadic in both duration and location, with actual construction taking place over the 15 month timeframe, which is much shorter than the assumed 70-year exposure period used to estimate lifetime cancer risks. Construction activities associated with the proposed project would be sporadic, transitory (i.e., occurring over the entire project site), and short term in nature at any given location on-site. As such, construction of the proposed project alone is not anticipated to result in an elevated health risk to exposed persons because of the short-term nature of construction-related diesel exposure.

The project would not introduce any new stationary sources, but the proposed project would increase vehicle travel associated with residential trips within the project area. However, emissions would be limited to circulation routes, and emissions are expected to be minimal. Gasoline and diesel fuel combustion from additional vehicle trips generated by the proposed project may increase TAC emissions, but the associated

health risk to the surrounding community is expected to be minimal. In addition, TAC emissions and exposure from diesel generators would not increase as part of the proposed project. As such, operation of the proposed project is not anticipated to result in elevated health risk exposure for sensitive receptors (e.g., nearby residences). Accordingly, this impact is less than significant.

Proposed Project Carbon Monoxide Concentrations

Elevated levels of CO concentrations are typically found in areas with significant traffic congestion. CO is a public health concern because at high enough concentrations, it can cause health problems such as fatigue, headache, confusion, dizziness, and even death. Ambient concentrations of CO have declined dramatically in California because of existing controls and programs. Most areas of the State, including the region in which the project is located, meet the State and federal CO standards (CARB 2004).

Considering proposed project-related traffic and cumulative project traffic, the highest average daily trips would be approximately 368 trips, which is substantially lower than the values studied by South Coast AQMD. Therefore, it can reasonably be concluded that proposed project-related traffic would not have daily traffic volumes exceeding those at the intersections modeled by SCAQMD in the 2004 AQMP, nor would there be any reason unique to the meteorology to conclude that intersections affected by the proposed project would yield higher CO concentrations if modeled in detail. Thus, the proposed project would not result in CO hot spots and therefore would not result in any new significant impacts or substantially more severe significant impacts. Accordingly, operation of the proposed project is not anticipated to result in elevated CO concentrations, and this impact is less than significant.

d) Less-Than-Significant Impact.

The proposed project would introduce odor sources into the area during construction from temporary diesel exhaust emissions but would not introduce any new permanent odor sources. However, construction odors would be temporary, intermittent, and dissipate rapidly from the source.

The occurrence and severity of odor impacts depends on numerous factors, including: the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the affected receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generate citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose a substantial number of people to objectionable odors would have a significant impact.

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

Odors resulting from construction of the proposed project are not likely to affect a substantial number of people because construction activities usually do not emit offensive odors. Potential odor emitters during construction activities include heavy-duty diesel equipment exhaust, asphalt paving, and architectural painting activities. SCAQMD Rule 402 prohibits the discharge of air contaminants that cause nuisance or annoyance to the public, including odors; SCAQMD Rule 1108 limits the amount of VOC emissions from cutback asphalt; and Rule 1113 limits VOC content of architectural coatings. Given mandatory compliance with SCAQMD rules, no construction activities or materials are proposed that would create a significant level of objectionable odors. Odors resulting from operation of the proposed project are not likely to affect a substantial number of people because the project does not include land uses typically associated with objectional odors.

No major existing sources of odors have been identified in the project vicinity. Both project construction and operation are not anticipated to result in the frequent exposure of nearby sensitive receptors to substantial objectionable odors. Thus, this impact would be less than significant.

Cumulative Impacts

Less Than Significant. The SCAQMD mass regional thresholds and LSTs for criteria air pollutants and thresholds for CO hotspots are established at levels to prevent cumulative air quality impacts within the South Coast Air Basin. Because cumulative development is likely to result in operational activities that would exceed the regional or LST thresholds for one or more criteria air pollutants, a cumulatively significant impact would occur. Because the proposed project's operational emissions would not exceed the regional or LST thresholds, its incremental effects would not be cumulatively considerable such that a more severe cumulatively significant impact would occur. Cumulative development is not anticipated to result in any CO hotspots; the proposed project's incremental CO emissions would not be cumulative considerable such that a new cumulatively significant CO impact would occur. Additionally, because the proposed project would not result in substantial increase in TAC emissions during construction and operations, its incremental effects would not be cumulatively considerable such that a more severe cumulatively significant impact would occur. For these reasons, this cumulative impact would be less than significant.

Mitigation Measures:

No mitigation measures are required.

IV. BIOLOGICAL RESOURCES

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

Sources:

Biological Assessment Report 27232, Garbani Rd, Menifee, CA (APN: 360-250-006), prepared by Elevated Entitlements LLC for Riverside County, November 17, 2023, included as Appendix B.

Applicable General Plan Policies:

- **OCS-8.1:** Work to implement the Western Riverside County Multiple Species Habitat Conservation Plan in coordination with the Regional Conservation Authority.
- **OCS-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.
- **OCS-8.3:** Partner with non-profit agencies at the local, regional, state, and federal level to fulfill the obligations of the MSHCP to preserve and protect significant biological resources.
- **OCS-8.4:** Identify and inventory existing natural resources in the City of Menifee.
- **OCS-8.5:** Recognize the impacts new development will have on the city's natural resources and identify ways to reduce these impacts.
- **OCS-8.6:** Pursue opportunities to help the public understand and appreciate Menifee's biological resources.
- **OCS-8.7:** Manage the recreational use of the city's unimproved open space areas for compatibility with sensitive biological resources as well as MSHCP Conservation Areas.

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

Analysis of Project Effect and Determination of Significance:

A biological assessment was prepared for the proposed project in November 2023 by Elevated Entitlements, LLC. This report assessed the potential for biological resources within the 9.2-acre parcel and a 100-foot buffer around the parcel in each direction. Based on a literature review and a site visit that occurred on June 3, 2023, the report concluded that 21 special-status plant species and 33 special-status wildlife species have the potential to occur in the project area. In addition, common wildlife species have the potential to occur in the project area, including common nesting bird species protected by the Migratory Bird Treaty Act. However, no special-status plant species or special-status wildlife species were observed on site. The project is located primarily on non-native grassland and land previously used as an olive orchard. A dry intermittent drainage crosses the project area in the north end, and some areas are barren. Overall, the project site is highly disturbed. No sensitive plant communities are present on the project site. Small mammal burrows approximately 4-inches in diameter were present in the barren areas, and birds were observed in the grassland and orchard areas.

Three species assessed as having a low occurrence potential in the biological assessment are not expected to occur in the project area. California Orcutt grass (*Orcuttia californica*), federally and state endangered, was assessed as having a low potential to occur in the project site. However, the assessment also states that the occurrences reported 1.56 miles northeast of the site were reported in 1922 and 1941, and that the California Natural Diversity Database managed by the California Department of Fish and Wildlife reports that this species is presumed extirpated in the area. Therefore, this species is not expected to occur in the project area. Additionally, Prostrate vernal pool navarretia (*Navarretia prostrata*) and San Diego button-celery (*Eryngium aristulatum var. parishii*) were assessed in the report as having a low potential to occur. However, there is no suitable habitat for these species in the project site (vernal pool or ephemeral wetland), and there are no occurrences recorded in the vicinity of the project site. Therefore, these species are not expected to occur in the project area.

Four federally or state-listed plant species have the potential to occur in the project area: Munz's onion (*Allium munzii*), federally endangered and California state threatened; San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*), federally endangered; spreading navarretia (*Navarretia fossalis*), federally threatened; and thread-leaved brodiaea (*Brodiaea filifolia*), California endangered, and federally threatened. In addition, seven special-status plant species have the potential to occur in the project area and are rated by the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants as California Rare Plant ranks 1 or 2, indicating that they are considered rare or endangered in California. They are Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), Jager's milk-vetch (*Astragalus pachypus* var *jaegeri*), long-spined spineflower (*Chorizanthe polygonoides* var. *longspina*), Parry's spineflower (*Chorizanthe leptotheca*), San Bernardino aster (*Symphyotrichhum defoliatum*), Santa Lucia dwarf rush (*Juncus luciensis*), and smooth tarplant (*Centromadia pungens* ssp. *laevis*). The biological assessment also determined that the following seven special-status plants have the potential to occur, and these are rated by the CNPS as rank 3 or 4, indicating that more information is needed to determine the risk to these species, or that they are species of limited distribution which are on a "watch list". They are Douglas' fiddleneck (*Amsinckia douglasiana*), graceful tarplant (*Holocarpha virgate* ssp. *elongate),* little mousetail (*Myosaurus minimus* ssp. *apus*), Palmer's grapplinghook (*Harpagonella palmeri*), Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii)*, small-flowered microseris (*Microseris douglasii* ssp. *platycarpha*), and small-flowered morning-glory (*Convolvulus simulans).*

The biological assessment determined that there was a low potential for three species of special-status amphibians in the project area: Arroyo toad (*Anaxyrus californicus*), western spadefoot (*Spea hammondii*), and coast range newt (*Taricha torosa).* In addition, five reptile species have a low potential to occur in the project area: California glossy snake (*Arizona elegans occidentalis*), coast horned lizard (*Phrynosoma blainvillii*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), red-diamond rattlesnake (*Crotalus ruber*), and southern California legless lizard (*Anniella stebbinsi*). Special-status reptiles and amphibians may be present in the project site either on the surface, under debris, or in underground mammal burrows.

Eight special-status bird species which are either listed under the California endangered species act, listed under the federal endangered species act, California fully protected, California species of special concern, or protected under the bald and golden eagle protection act have the potential to occur in the project area: burrowing owl (*Athene cuniularia*), coastal California gnatcatcher (*Polioptila californica californica*), golden eagle (*Aquila chrysaetos*), loggerhead shrike (*Lanius ludovicianus),* northern harrier *(Circus hudsonius*), Swainson's hawk (*Buteo swainsoni*), tricolored blackbird (*Agelaius tricolor*), and white-tailed kite (*Elanus leucurus*). In addition, three bird species on CDFW's watchlist have potential to occur in the project area: Bell's sparrow (*Artemisiospiza belli belli*), California horned lark (*Eremophila alpestris actia*), and ferruginous hawk (*Buteo regalis*). Common bird species protected under the Migratory Bird Treaty Act also have the potential to occur in the project area, including twenty-two common bird species observed during the June 3, 2023 site visit. Special-status and common birds may forage throughout the project area, or they may nest in trees, in burrows, or on the ground in the project site. Birds may also nest on large trees or structures (i.e., telephone poles) within the vicinity of the project site.

Three special-status invertebrate species were assessed as having a low occurrence potential in the biological assessment, but are not expected to occur in the project area because no suitable habitat is present. They are the Riverside fairy shrimp (*Streptocephalus woottoni),* San Diego fairy shrimp *(Branchinecta sandiegonesis),* and vernal pool fairy shrimp (*Branchinecta lynchi*). These species require ephemeral wetlands or vernal pools, which are not present in the project area, and therefore they will not occur in the project area. In addition, Riverside fairy shrimp is noted as presumed extirpated in the region.

Two special-status invertebrates have the potential to occur in the project area: Crotch bumble bee (*Bombus crotchii*), which is a candidate under the California endangered species act, and Quino checkerspot butterfly (*Euphydryas editha quino*), which is federally endangered (CDFW 2023). Crotch bumble bees have three basic habitat requirements: suitable nesting sites for the colonies, availability of nectar and pollen from floral resources throughout the duration of the colony period (spring, summer, and fall), and suitable overwintering sites for the queens. Quino checkerspot butterfly requires its host plant for breeding (dwarf plantain [*Plantago erecta*], white snapdragon [*Anterrhinum coulterianum*], woolly plantain [*Plantago patagonica*], and Chinese houses [*Collinsia concolor*]), and adult butterflies can feed on a variety of flowering plant species. The grassland and orchard areas may contain sufficient floral resources for bumble bees and Quino checkerspot butterfly, and areas with burrows may contain suitable overwintering habitat for Crotch bumble bee.

Two common invertebrate species with no special status were also assessed in the biological assessment as having low potential to occur in the project area: California linderiella (*Linderiella occidentalis*) and white cuckoo bee (*Neolarra alba*). These invertebrate species are not protected under any local, state, or federal laws.

Six special-status mammals have the potential to occur in the project area. Five are California species of special concern with a low potential to occur in the project area: American badger (*Taxidea taxus*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax),* western mastiff bat (*Eumops perotis californicus)*, and western yellow bat (*Lasiurus xanthinus*). In addition, Stephen's kangaroo rat (*Dipodomys stephensi*) was identified as having a high potential to occur in the project area and is listed as threatened under both the federal and the California state Endangered Species Acts. The biological assessment also mentions that there is a low potential for one mammal to occur which has no special status: San Diego black-tailed jackrabbit (*Lepus californicus bennettii*). San Diego black-tailed jackrabbit is not protected under any local, state, or federal laws. Mammal species may forage or disperse through the project area, or they may burrow underground in the project area.

The biological assessment recommended pre-construction rare plant surveys, reptile surveys, raptor surveys, and nesting bird surveys to reduce the impact to the loss of habitat connectivity in the region following implementation of the project.

a) Less Than Significant with Mitigation Incorporated. Several special-status plant and animal species have the potential to occur within the project site. The existing onsite vegetation, including the olive trees and non-native grassland, would be removed during project construction. Additionally, the proposed project would involve some excavation of the soil. If special-status species are present in vegetation or in underground

burrows, construction activities such as vegetation removal, grading, and construction could potentially directly result in adverse effects on special-status plants and wildlife species.

Implementation of MM BIO-1 would require a pre-construction rare plant survey and (if present), application with CDFW for an incidental take permit, which would reduce the potential for impacts on special-status plant species to a less-than-significant level. Additionally, implementation of MM BIO-2, MM BIO-3, and MM BIO-4 would require pre-construction reptile pre-construction surveys, application for incidental take permit, raptor surveys, nesting bird surveys, and appropriate buffers around any located raptor or bird nests. MM BIO-5 would require surveys and avoidance strategies for burrowing owl, which would ensure avoidance of impacts to this species whether they are present during the nesting season or in overwintering burrows (CDFW 2012). MM BIO-6 would require surveys and avoidance strategies for Crotch's bumble bee, which would reduce the risk to this species, if it is present. Implementation of these mitigation measures would reduce this impact to a less-than-significant level.

b) No Impact. Riparian habitats are those habitats located along banks or rivers or streams. Sensitive natural communities are natural communities that are considered rare in the region by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or local regulatory agencies; that are known to provide habitat for sensitive animal or plant species; or are known to be significant wildlife corridors.

A partially concrete-lined roadside intermittent drainage is present along Tupelo Road along the northern boundary of the project site. The drainage was dry during the June 3, 2023 biological resources survey and does not support riparian vegetation or riparian habitat. This area does not constitute riparian habitat, and no other riparian habitat is present within the project site. There are no riparian areas and no sensitive natural communities in the project site. Therefore, no impact would occur.

c) No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include swamps, marshes, bogs, mudflats, and vernal pools. No state or federally protected wetlands are present in the project site or vicinity. Therefore, no impact would occur.

d) Less Than Significant with Mitigation Incorporated. The 2023 Biological Assessment determined that the proposed project has the potential to interfere with native resident or migratory bird species or special-status wildlife species, if they are present in the project area. If special-status reptiles are present in the project area, they may be disrupted during construction activities by the physical collapse of burrows or by direct trampling by construction equipment. If nesting migratory birds are present in the project area, their nesting activity may be disrupted by construction noise or direct physical disturbance. However, implementation of mitigation measures MM BIO-1 through MM BIO-6 would reduce potential impacts to a less-than-significant level by requiring pre-activity surveys for these species and appropriate avoidance measures if they are located. With implementation of these mitigation measures, the proposed project would not interfere substantially with the movement of any native resident or migratory wildlife species or with any resident or migratory wildlife corridors. This impact would be less than significant with implementation of mitigation.

e) Less-Than-Significant Impact. The proposed project would comply with the City's Municipal Code including Chapter 15.04, which provides requirements related to residential landscaping and trees, and the Open Space and Conservation Element (OSC-8), which addresses Biological Resources in the vicinity of the city. No other local policies or ordinances related to biological resources apply to the proposed project. Therefore, no conflict with local policies or ordinances would occur and impacts would be less than significant.

f) Less-Than-Significant Impact. The project falls within the Multiple Species Habitat Conservation Plan (MSHCP) area. The Western Riverside County Regional Conservation Authority (WRCA) was created in 2004 to implement the MSHCP. According to the WRCA Information Map, the project site is not in a criteria cell. The project site is not located in an amphibian, mammal, narrow endemic plant, or Delhi Sands Flower-loving fly survey area. Given the project site area is outside of a MSHCP Criteria Cell, the WRCA is not required to review the Project, and no further MSHCP requirements would be required for the proposed

project. The project does not overlap any other regional plans, therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, impacts would be less than significant.

Cumulative Impacts

Less Than Significant. The potential for the proposed project to adversely impact biological resources is geographically constrained specific to the project site boundaries within which construction activities would occur. Nevertheless, development of the project in conjunction with cumulative projects in the vicinity would result in an intensification of existing land uses within the City, which could increase the potential adverse impacts on biological resources. However, implementation of MM BIO-1 would ensure that potential impacts to special-status plant species would be avoided, and implementation of MM BIO-2, MM BIO-3, and MM BIO-4 would ensure that any potential impacts to wildlife including native and migratory bird species would be reduced to a less-than-significant level. As such, implementation of the project would not contribute to a cumulatively considerable impact on potential biological resources. In addition, similar to the proposed project, cumulative projects would also be subject to regulatory compliance and mitigation, as applicable to reduce any potential impacts to biological resources as well. For these reasons, this cumulative impact would be less than significant.

Mitigation Measures:

MM-BIO-1 Pre-Construction Rare Plant Survey/Incidental Take Permit: Prior to the project's ground-disturbing activities, a pre-construction survey for special-status and rare plant species shall be conducted by a qualified biologist at least 14 days prior to the start of activities but no more than 30 days prior to the start of activities. If the survey reveals the presence of special-status or rare plant species then the Applicant shall either a) apply for the Incidental Take Permit from the CDFW for special-status and rare plants and provide suitable mitigation fees for the purchase of compensatory mitigation or b) in lieu of the Incidental Take Permit shall conduct a follow-up pre-construction survey during the appropriate blooming period to determine the presence of the species on site. The surveys shall entail visual assessment of the project site to determine if there are special-status or rare plants present within the project site and if there are any suitable habitats on site.

MM-BIO-2 Pre-Construction Reptile Pre-Construction Surveys/Incidental Take Permit: Prior to project ground-disturbing activities, a pre-construction survey for special-status species lizards shall be conducted by a qualified biologist at least 14 days prior to the start of activities but no more than 30 days prior to the start of activities. If the survey reveals the presence of special-status species, then the Applicant shall either a) apply for Incidental Take Permit (2081 permit) from the CDFW for special-status reptiles and provide suitable mitigation fees for the purchase of compensatory mitigation or b) in lieu of the Incidental Take Permit shall conduct a follow-up pre-construction survey to determine the presence or absence of the species on site. The surveys shall entail visual assessment of the project site to determine if there are coastal whiptails on the site or if there are signs of potential coastal whiptail presence within the site, and if there are any suitable coastal whiptail habitat on site.

MM-BIO-3 Raptor Surveys: If project grading or construction activities occur between February 1 and August 31, nesting raptors will be surveyed in accordance with the established CDFW raptor survey protocols. Surveys will cover a minimum of a 0.50-mile radius around the construction area. If nesting raptors are detected, a buffer will be established around the nests sufficient to ensure the breeding is not likely to be disrupted or adversely impacted by construction. Factors to be considered for determining buffer size will include: the presence of natural buffers provided by vegetation or topography, nest height, locations of foraging territory, and baseline levels of noise and human activity. Buffers will be maintained until a qualified biologist has determined the young have fledged and are no longer reliant upon the nest or parental care for survival. If potential nesting trees are to be removed during construction activities, removal will take place outside the raptor nesting season.

- The following species-specific guidance will be implemented around raptor nests:
  - Bald eagle: No activities will occur within a 0.25-mile buffer of the nest between January 1 and August 31

- Ferruginous hawk: No activities will occur within a 0.50-mile buffer of the nest between January 1 and August 31
- Golden eagle: No activities will occur within a 0.25-mile buffer of the nest between January 1 and August 31
- Red-tailed hawk: No activities will occur within a 0.50-mile buffer of the nest between February 1 and August 31. Some individuals of this species have adapted to a higher level of human disturbance, and this buffer may be reduced to a minimum of 100 yards at the discretion of a qualified biologist.
- Swainson's hawk: No activities will occur within a 0.33-mile buffer of the nest between February 1 and September 30. Some individuals of this species have adapted to a higher level of human disturbance, and this buffer may be reduced to a minimum of 100 yards at the discretion of a qualified biologist.

MM-BIO-4 Nesting Bird Surveys: If project grading or construction activities are scheduled to occur during the nesting season for breeding birds (February 1st through September 30th), the following measures shall be implemented:

- Within fourteen days prior to commencement of grading and construction activities, a qualified biologist shall perform a pre-construction survey of all proposed work limits and within 500 feet of the proposed work limits.
- If active bird nest(s) of non-special-status species are discovered within or 500 feet from the work limits, a buffer shall be delineated around the active nest(s) measuring 300 feet for passerines and 500 feet for raptors.
- A qualified biologist shall monitor the nest(s) weekly after commencement of grading/construction to ensure that nesting behavior is not adversely affected by such activities.
- If the qualified biologist determines nesting behavior of non-special-status species is adversely affected by grading or construction activities, then a qualified biologist shall conduct a preconstruction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. If nesting birds are detected, the biologist shall prepare a letter report and mitigation plan in conformance with applicable federal and State laws (e.g., appropriate follow-up surveys, monitoring schedules, construction and noise barriers/buffers) to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report and mitigation plan shall be submitted to the Lead Agency for review and approval, and implemented to the satisfaction of the Lead Agency and the biologist shall verify in a report to the Lead Agency that all measures identified in the mitigation plan are in place prior to and/or during construction] shall be implemented in consultation with CDFW, to allow such activities to proceed. Once the young have fledged and left the nest(s), then grading/construction activities shall proceed within 300 feet (500 feet for raptor species) of the fledged nest(s).

MM-BIO-5 Burrowing Owl Surveys and Avoidance Practices: Prior to ground disturbance or vegetation removal activities in the project site, the following measures will be implemented:

- Retain a qualified biologist to conduct focused breeding and nonbreeding season surveys for burrowing owls within 1,500 feet of the project site. Surveys shall be conducted prior to the start of construction activities and in accordance with Appendix D of CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012).
- If no occupied burrows are found, a letter report documenting the survey methods and results shall be submitted to CDFW and no further mitigation will be required.
- If an active burrow is found during the nonbreeding season (September 1–January 31), a minimum 150-foot buffer will be established around the occupied burrow.
- If an active burrow is found during the breeding season (February 1–August 31), occupied burrows shall not be disturbed and will be provided with a 150- to 1,500-foot protective buffer unless a qualified biologist verifies through noninvasive means that either (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer shall depend on the time of year and level disturbance as outlined in the

CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012). The size of the buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented to ensure burrowing owls are not detrimentally affected.

- Once the fledglings are capable of independent survival, the owls will be relocated to suitable habitat outside the project area in accordance with a burrowing owl exclusion and relocation plan developed in consultation with CDFW and in accordance with Appendix E of the Staff Report on Burrowing Owl Mitigation (CDFW 2012). Evacuated burrows will be destroyed to prevent owls from reoccupying them. No burrowing owls will be excluded from occupied burrows until a burrowing owl exclusion and relocation plan is approved by CDFW. Following owl exclusion and burrow demolition, the site shall be monitored by a qualified biologist to ensure burrowing owls do not recolonize the site prior to construction.

MM-BIO-6 Crotch's Bumble Bee Surveys and Avoidance Practices: Prior to initiation of ground-disturbing or vegetation removal activity in the project site, a qualified biologist will conduct focused surveys for Crotch's bumble bee, and their requisite habitat features following the methodology outlined in the Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species (CDFW 2023). This includes the following practices and guidelines:

- Conduct a habitat assessment evaluating the likelihood of bumble bees occurring within and adjacent to the project area, along with survey results, should be submitted to CDFW prior to initiation of ground-disturbing project activities.
- The habitat assessment shall include quantification of plant species blooming and percent cover of flowering plants, as well as quantification of nesting resources, such as bare ground and rodent burrows.
- Conduct three on-site surveys to detect foraging bumble bees and potential nesting sites (nesting surveys) during the colony active period and when peak floral resources are present (April–August). Each survey should ideally be spaced 2–4 weeks apart.
- Surveys are only valid for the year in which they are conducted. If more than 1 year passes between survey completion and initiation of ground disturbing project activities, presence surveys must be repeated.
- If Crotch's bumble bee is detected on the project site, then all small mammal burrows and thatched or bunch grasses will be avoided by a minimum of 50 feet to avoid take of Crotch's bumble bee. Site-specific measures may be proposed to avoid take or consult with CDFW to obtain an incidental take permit (ITP) if take may occur during project activities.
- If Crotch's bumble bees are not observed but suitable nesting, foraging, or overwintering habitat is present within the project site, it is recommended that a biological monitor be on-site during vegetation or ground-disturbing activities that take place during the queen flight period (February–March), the gyne flight period (September–October), and the colony active period (April–August).

V. CULTURAL RESOURCES

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

Sources: Phase I Cultural Resources Assessment for the Garbani North (TTM 38683) Project, prepared by BFSA Environmental Services February 9, 2024, included as Appendix C.

Applicable General Plan Policies:

- **OSC-5:** Paleontological and Cultural Resources. Archaeological, historical and cultural resources that are protected and integrated into the city's built environment.

Analysis of Project Effect and Determination of Significance:

a) Less-Than-Significant Impact. A Phase I Cultural Resources Assessment (Phase I) was completed for the project and prepared by BFSA Environmental Services (BFSA) in February 2024. BFSA conducted an archaeological records search, field survey, recordation, and Native American consultation. The archaeological records search results identified 43 resources within a one-mile radius of the project site; however no resources were identified within the project site itself. The field survey was completed on January 18, 2024, and the entire project site was surveyed in 10-meter sections. One area was identified as having one pre-historic bedrock milling site; however, no associated artifacts were observed, and the area has been impacted by past agricultural use of the project site. Given the excavation of adjacent outcrops and placement of broken relocated bedrock within the area, the prehistoric resource does not maintain integrity and, therefore, is not considered eligible for the California Register for Historic Resources (CRHR). For these reasons, this prehistoric resource is not considered a historic resource under CEQA, and implementation of the proposed project would result in a less-than-significant impact.

b) Less Than Significant with Mitigation Incorporated. Although the Phase I concluded that the prehistoric resource identified was not eligible for the CRHR and the project site has been previously disturbed, along with obscured ground visibility due to surface vegetation, records search results did identify 43 previously recorded resources within one mile of the project site, two of which were identified during the grading of a property adjacent to the project site. The Phase I concluded that given the proximity of these historic resources coupled with the limited ground visibility, there is a potential for the inadvertent discovery of archaeological resources during grading. In addition, the General Plan Draft EIR stated in Section 5.5, Cultural Resources, that the entire City is considered sensitive for archaeological resources. Implementation of Mitigation Measure CUL-1 would require that a qualified archaeologist be retained for the duration of the project's construction activities. Archaeological monitoring during grading activities would ensure that the impacts associated with the inadvertent discovery of archaeological resources would be reduced to less than significant with mitigation incorporated.

c) Less Than Significant with Mitigation Incorporated. The Phase I did not identify any known areas of human remains on the project site or in the immediate vicinity, including those interred outside of dedicated cemeteries. Nevertheless, MM-CUL-2 would be implemented during the project's construction activities to ensure the proper procedures are adhered to in the event of discovery of human remains during grading activities of the project. This impact would be less than significant with mitigation incorporated.

Cumulative Impacts

Less Than Significant. The potential discovery of cultural and archaeological resources is geographically constrained specific to the project site boundaries within which construction activities would occur. Development of the project in conjunction with cumulative projects in the vicinity would result in an intensification of existing land uses within the City, which could increase the potential for inadvertent discovery of archaeological resources. However, implementation of MM-CUL-1 and MM-CUL-2 would ensure that any potential impacts to cultural and archaeological resources would be reduced to a less-than-significant impact, and as such, implementation of the project would not have a cumulatively considerable impact to potential archaeological resources. In addition, like the project, cumulative projects would also be subject to regulatory compliance and mitigation, as applicable, such as PRC 5097.98 and State CEQA Guidelines Section 15064.5(e) in order to reduce any potential impacts to cultural and archaeological resources as well. For these reasons, this cumulative impact would be less than significant.

Mitigation Measures:

The following mitigation measures shall be implemented:

MM-CUL-1: Retain a Qualified Archaeologist. Prior to any grading activities on the project site associated with the construction of the project, the project applicant shall retain a qualified archaeologist to monitor grading activities. In the event of inadvertent discovery, construction work in the immediate vicinity of the find shall stop, as determined by the archaeologist, based on the nature of the find and the potential for additional portions in the vicinity. The qualified archaeologist shall evaluate the significance of the find and implement proper protocol before work may resume in the area. Construction activities may continue in other areas of the project site in coordination with the qualified archaeologist.

MM-CUL-2: Process Human Remains. If human remains are encountered during construction all ground-disturbing work will be immediately diverted from the discovery as determined by the qualified archaeologist based on consideration of the possibility that additional or multiple Native American human remains are may be located in the project site. Upon discovery of human remains, whether or not the archaeological monitor is present, the Riverside County Coroner's Office shall be notified, as prescribed in PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the State CEQA Guidelines, which require the coroner to notify the NAHC who will appoint a Most Likely Descendent (MLD). Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated accordingly. While the coroner determines whether the remains are Native American and the MLD is designated and notified, the discovery is to remain confidential and secure to prevent any further disturbance.

VI. ENERGY

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

Sources: City of Menifee General Plan Draft EIR; City of Menifee General Plan Open Space and Conservation Element; CalGreen Code – Title 24 Part 1 and Part 6.

Applicable General Plan Policies:

- **OSC-4.1:** Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
- **OSC-4.3:** Advocate for cost-effective and reliable production and delivery of electrical power to residents and businesses throughout the community.
- **OSC-9.5:** Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.

Analysis of Project Effect and Determination of Significance:

a) Less-Than-Significant Impact.

Implementation of the project would increase fuel (gasoline and diesel) and electricity consumption. Construction-related energy consumption would be temporary and would not require additional capacity or increased peak or base period demands for electricity or other forms of energy. Operational energy consumption would become more efficient due to the effects of State laws and regulations on the proposed project's uses of energy. Appendix F of the State CEQA Guidelines requires the consideration of the energy implications of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient and unnecessary" energy. Neither the law nor the State CEQA Guidelines establish criteria that define wasteful, inefficient, or unnecessary use. Compliance with CCR Title 24 Energy Efficiency Standards would result in energy-efficient buildings. However, compliance with building codes does not adequately address all potential energy impacts during construction and operation. For example, various fuel types and energy sources would be required during construction activities and the project would result in increased use of gasoline.

Construction

Energy would be required to construct, operate, and maintain construction equipment and to produce and transport construction materials associated with construction of the proposed project. The proposed project would be constructed over 15 months from April 2025 to July 2026. The one-time energy expenditure required to construct the houses would be nonrecoverable. Most energy consumption would result from operation of construction equipment and vehicle trips associated with commutes by construction workers and haul trucks supplying materials. See Table VI-1 for an estimate of fuel needed for construction activities. See Appendix A for detailed modeling assumptions and outputs.

Although construction activities would require fuel and other energy sources, increases would be temporary. Construction contractors strive to complete construction projects in an efficient manner to meet project schedules and minimize cost. Thus, only the necessary amount of fuel would be consumed to complete construction of the proposed project.

Table VI-1
Estimated Construction Energy Consumption

Year	Diesel (Gallons)	Gasoline (Gallons)
2025	33,546	2,343
2026	3,971	449
Total	**37,516**	**2,792**

Notes: Gasoline gallons include on-road gallons from worker trips. Diesel gallons include off-road equipment and on-road gallons from worker and vendor trips.

Source: Calculations by Ascent in 2024.

Operations

Operation of proposed project single-family homes would be typical regarding use of electricity and natural gas for lighting, space and water heating, air conditioning, appliances, and landscape maintenance activities. Implementation of the proposed project would increase electricity and natural gas consumption in the region relative to existing conditions. See Table VI-2 for an estimate of the proposed project's operational energy needs. All new homes would be constructed in accordance with the requirements of the applicable building codes (e.g., Title 24), which include minimum requirements for energy efficiency performance.

Table VI-2
Estimated Operational Energy Consumption

Energy Type	Energy Consumption	Units
Electricity	364,231	kWh/yr
Natural Gas	1,387,008	kBTU/yr

Source: Calculations by Ascent in 2024.

Annual VMT generated by the proposed project was estimated to be approximately 1,263,543 miles and add an additional 368 daily trips, or approximately 132,772 annual trips.

Summary

The proposed project would increase energy consumption for temporary construction activities related to vehicle use and material transport. However, construction activities would be temporary and would not increase long-term energy or fuel demand. Construction activities would consume the necessary amount of fuel/energy to complete work in an efficient and timely manner.

According to Appendix F of the State CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall per capita energy consumption, decreasing reliance on oil, and increasing reliance on renewable energy sources. Project energy consumption for building operation and transportation would support these goals due to the effects of existing State laws and requirements. For example, the proposed project would comply with the minimum energy performance standards of the California Building Code (Title 24 part 1 and part 6), which decrease per capita. The proposed project would also support per capita energy consumption decreases through its uses of grid electricity, which is required by State legislation (e.g., SB 100) to source at least 60 percent of its supplies from renewable energy sources by 2030 and 100 percent carbon-free sources by 2045. Transportation-related uses of energy would also be increasingly efficient during implementation of the proposed project, for example due to the State's Advanced Clean Car Standards requiring vehicles sold in the State to be increasingly fuel efficient and use fuel sources other than gasoline and diesel (e.g., electricity). The proposed project would not develop uses or involve activities that would conflict with goals of decreasing per capita energy consumption, reliance on oil (petroleum), or increasing uses of renewable energy sources, or that would result in wasteful, inefficient, or unnecessary consumption of energy. This impact would be less than significant.

b) Less-Than-Significant Impact.

Relevant plans that pertain to the efficient use of energy include the State's Energy Efficiency Action Plan, which focuses on energy efficiency and building decarbonization and the City of Menifee General Plan, specifically policies, OCS-4.1, OCS-4.3, and OCS-9.5.

VI. ENERGY

Although implementation of the proposed project would result in the overall increase in consumption of energy resources during construction and operation of the new homes, proposed project energy consumption would benefit from, and not conflict with, various State laws and requirements related to increasing use of renewable energy and using energy more efficiently, including the California Building Code, Advanced Clean Car Standards, and SB 100 requirements to increase the amount of electricity generated from renewable and carbon-free energy sources. By extension it would also not conflict with the General Plan policies as the project would also be consistent with CALGreen code. Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. This impact would be less than significant.

Cumulative Impacts

As described above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy, and would not conflict with State or local plans for renewable energy or energy efficiency. State laws and regulations requiring efficient use of energy and use of renewable energy, such as the State Building Code, State law requiring electricity procurement from renewable sources, fuel efficient vehicles and construction equipment, would result in efficient use of energy by the proposed project and avoid conflicts with State and local plans. The proposed project would result in less than significant energy impacts. Cumulatively significant energy impacts would not occur. Therefore, the proposed project's incremental effects would not be cumulatively significant, and the project's contributions to these energy impacts would not be cumulatively considerable such that new cumulatively significant impacts would occur.

Mitigation Measures:

No mitigation measures are required.

VII. GEOLOGY AND SOILS

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

Sources: General Plan Draft Environmental Impact Report (City of Menifee 2013a); Chapter 18 and 18A of the 2022 California Building Code; National Pollutant Discharge Elimination System Construction General Permit; Preliminary Water Quality Management Plan, prepared for 168 Builders Inc, prepared by Blue Engineering and Consulting, February 2023, included as Appendix F; Chapter 7.90, Grading Regulations, of the MMC; Chapter 15.01, Storm Water/Urban Runoff, of the MMC; SCAQMD Rule 403 (SCAQMD 2005); 2022 Design Guidelines.

Applicable General Plan Policies:

- **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.
- **S-2.3:** Minimize grading and modifications to the natural topography to prevent the potential for man-induced slope failure.

Analysis of Project Effect and Determination of Significance:

a.i) Less-Than-Significant Impact. Fault rupture impacts are limited to the immediate vicinity of an earthquake fault line. According to the General Plan Draft EIR, the nearest earthquake fault line is the Elsinore Fault Zone, specifically the Glen Ivy section, the closest segment of which is approximately 6 miles southwest of the project site (City of Menifee 2013a). The project site itself is not located within an Alquist-Priolo fault

zone area, and as such, surface rupture onsite is not anticipated to occur. Construction activities would be completed within the boundaries of the project site and would not involve construction on the Glen Ivy section of the Elsinore Fault Zone. Therefore, construction and operation of the project would not exacerbate the existing risk of fault rupture to the surrounding area. Due to the relative distance of this fault line from the project site, the fact that the project site is not located on or within the immediate vicinity of the Elsinore Fault Zone and is also not located within an Alquist-Priolo fault zone, this impact would be less than significant.

a.ii) Less-Than-Significant Impact. A significant impact would typically occur if a project would result in an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with the surrounding area. The project site is located in southern California, which is known to be a seismically active area. With the closest segment of the Elsinore Fault Zone, the Glen Ivy segment, located approximately 6 miles southwest of the project site, the project could be subjected to moderate to strong seismically induced ground shaking. However, this hazard is common in southern California and the effects of ground shaking can be minimized if proposed structures are designed and constructed in conformance with current building code standards and engineering practices. The project would be required to comply with the 2022 California Building Code (CBC) regarding Chapter 16, Structural Design, which identifies both general building structural design requirements and specific seismic safety design requirements for projects. Regulatory compliance with the CBC would minimize the project's potential to cause direct or indirect adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking. This impact would be less than significant.

a.iii) Less-Than-Significant Impact. As stated in the General Plan Draft EIR, liquefaction is a loss of strength and stiffness in soil due to ground shaking and typically occurs within 50 feet of the surface, in saturated, loose, fine- to medium-grained sandy to silty soils. Liquefaction can substantially damage structures, causing them to sink, tilt, or both during seismic shaking. According to the General Plan Draft EIR, the project site is not located in an area of the City that is susceptible to liquefaction (City of Menifee 2013a: Figure 5.6-3: Seismic Hazard Areas). Regardless, construction of the project would be required to comply with CBC Chapter 18, Soils and Foundations, which identifies both general building foundation design requirements and, although not applicable to the proposed project, specific foundation requirements for projects located in areas prone to liquefaction. The project's geologic location in an area not identified as being susceptible to liquefaction and regulatory compliance with the CBC would minimize the project's potential to cause direct or indirect adverse effects, including risk of loss, injury, or death involving liquefaction. This impact would be less than significant.

a.iv) Less-Than-Significant Impact. As stated in the General Plan Draft EIR, a significant portion of the City is hillside terrain, and though the rock types in the City are generally resistant to slope failure, slope instability remains a potential hazard that would be evaluated in project-specific geotechnical investigations for each project located in hillside areas.

Topographically, although the project site does slope from a higher elevation in the south (1,530 feet asl) to a lower elevation to the north (1,490 feet asl), this slope is not considered to be capable of inducing landslides during seismic shaking, as shown in Figure 5.6-3, Seismic Hazards Area, of the General Plan Draft EIR. Only the highest elevations of the land south of the project site, across Garbani Road, are identified as areas where local topographic and geologic conditions suggest the potential for earthquake-induced landslides. The project would include a Water Quality Management Plan (WQMP). The WQMP would include permanent and operational source control measures, which would involve, among other things, landscape design that selects plants appropriate to the project site's soils and slopes. In addition, the project would include the installation of a retaining wall up to six feet in height would be erected along the southern border of the project site to stabilize the slope and screen Garbani Road from view. Further, all construction activities associated with grading the project site for the proposed residential development would comply with Chapter 7.90, Grading Regulations, of the City's Municipal Code regarding terracing. Therefore, implementation of the project would not directly or indirectly result in seismically induced landslides. This impact would be less than significant.

b) Less-Than-Significant Impact. Construction of the project would involve earthwork activities and the exposure of soils which would temporarily increase the project site's erosion susceptibility. However, the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) Order No. 2022-0057-DWQ (Construction General Permit) which contains water quality standards and stormwater discharge requirements that apply to construction projects of one or more acres. Since the project site includes 8.79 acres (9.21 gross acres), the project would be subject to the Construction General Permit.

The Construction General Permit was issued pursuant to the NPDES regulations to implement part of the federal Clean Water Act. The Construction General Permit requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that identifies the sources of pollution that may affect the quality of stormwater discharges and describes and ensures the implementation of best management practices (BMPs) to reduce the pollutants, including silt and soil, in construction stormwater discharges. Along with adhering to the SWPPP BMPs, the project would also be required to implement a dust control plan for construction activities, in compliance with the SCAQMD Rule 403, which requires implementation of best available dust control measures (BACM) during active construction activities capable of generating fugitive dust (SCAQMD 2005). Implementation and compliance with these permits would reduce, prevent, and minimize soil erosion or the loss of topsoil during construction.

In terms of operation, in accordance with the MMC Chapter 15.01, the project would be required to prepare and implement a WQMP. The WQMP, which includes practices, measures, and different types of applicable technologies to control water pollution from runoff. Implementation of the WQMP would ensure operational project design would minimize onsite erosion and discharge of pollutants into urban runoff. Therefore, adhering to regulatory compliance would ensure that construction and operation of the project would not result in substantial soil erosion or the loss of topsoil. This impact would be less than significant.

c) Less-Than-Significant Impact. As previously established, the project site is not located in an area of the City that is susceptible to liquefaction (which can result in ground failure such as lateral spreading), or landslides, as shown in Figure 5.6-3, Seismic Hazards Area, of the General Plan Draft EIR. Regarding subsidence, which is the gradual settling or sinking of the ground surface, is most commonly associated with the overdraft of groundwater and extraction of petroleum from the subsurface (City of Menifee 2013a: 5.6-20). Although ground subsidence has been documented in the San Jacinto Valley from Hemet to Moreno Valley and in Temecula and Murrieta, no ground subsidence has been documented in the City. Therefore, the project is not likely to have the potential to experience ground subsidence. Regarding collapsible soils, which typically exist in recently deposited Holocene-age soils accumulated after a debris flow or flash flood, the young and very young alluvial sediments in the General Plan area may be locally susceptible to this hazard due to their low density, rapid deposition from alluvial fans, and generally dry condition of the upper soils (City of Menifee 2013a: 5.6-19). As shown in Figure 5.6-4, Engineering Materials Map, of the General Plan Draft EIR, the project site is not located on land that has young or very young alluvial deposits, and is therefore, not likely to contain collapsible soils onsite.

In addition, and as previously discussed, the project would include the installation of a retaining wall up to six feet in height which would be erected along the southern border of the project site to stabilize the slope. Further, all construction activities associated with grading the project site for the proposed residential development would comply with Chapter 7.90, Grading Regulations, of the City's Municipal Code regarding terracing, as well as Section 1807A, Foundation Walls, Retaining Walls, and Embedded Posts and Poles, of the CBC. Further, the project would be compliant with the CBC. Building design would be in compliance with the City's Design Guidelines (2022) for single-family residential dwellings and hillside development, which include applicable design guidelines addressing building design and architecture, walls and fences, landscaping, drainage. Therefore, the project site is not located on a geologic unit or soil that is unstable or that would become unstable as a result of project implementation and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Nevertheless, the project would still comply with the MMC, CBC, and Design Guidelines. This impact would be less than significant.

d) Less-Than-Significant Impact. Fine-grained soils, such as silts and clays, may contain variable amounts of expansive characteristics, which can shrink and swell substantially as a result of changes in moisture content within the soils (City of Menifee 2013a). As stated in the General Plan Draft EIR, the valley and canyon areas of the General Plan area are underlain by alluvial sediments that are composed of interlayered granular materials (silty sand and sand) and fine-grained materials (silts and clays); consequently, the expansion characteristics of soils can be highly variable depending on the location. The San Jacinto River floodplain contains very fine-grained silts and clays, which make development in these areas likely to be susceptible to expansive soils, as well as development located on old alluvial fan deposits, which are commonly clay-rich and moderately expansive (City of Menifee 2013a). Igneous and metamorphic rocks that underlie the hills and mountains generally have low expansion characteristics due to the nature of the hard crystalline bedrock, which is resistant to expansion (City of Menifee 2013a). As shown in Figure 5.6-4 of the General Plan EIR, the project site is located on an old alluvial deposit, which means the soils underlying the project site have the potential to be moderately expansive in nature.

The project site would be required to comply with Chapter 18A, Soils and Foundations, of the CBC, which regulates construction activities on unstable soils such as expansive soils. Specifically, Section 1803A.5.3, Expansive Soils, states that in areas likely to have expansive soil, the building official shall require soil tests to determine where such soils do exist, and outlines soil characteristics that, if all four criteria are met, shall be considered expansive. The term “building official” is defined in the CBC as the officer or other designated authority charged with the administration and enforcement of this code, or a duly authorized representative. Therefore, to adhere to the regulatory compliance of the CBC, prior to the start of grading and excavation activities, the project would be required to test the soils on the project site for the four criteria outlined in CBC Section 1803A.5.3, Expansive Soil. If it is determined that expansive soils are present within the proposed grading and excavation depths for building foundations, as conditions of approval the project applicant would be required to incorporate the recommendation.

In addition, the project would be required to comply with the requirements of Section 1807A, Foundation Walls, Retaining Walls, and Embedded Posts and Poles, of the CBC regarding the proposed retaining wall to be installed along the project site’s southern border. Regulatory compliance with the CBC would minimize the potential for construction and operation of the project to result in a substantially adverse increase on direct or indirect risk to life and property regarding expansive soils.

For these reasons, adherence to regulatory compliance with the requirements of the CBC would ensure that implementation of the project would not have the potential to create a substantial direct or indirect risk to life and property if located on expansive soils. This impact would be less than significant.

e) No Impact. The project would connect to existing Eastern Municipal Water District sewer systems and would not require the use of septic tanks or alternative wastewater disposal systems, nor does the project propose the construction of septic tanks or alternative wastewater disposal systems. As a result, no impact to geology or soils from the use of septic tanks or alternative wastewater disposal systems would occur. Project implementation would have no impact.

f) Less Than Significant with Mitigation Incorporated. The General Plan Draft EIR states that a records search at the San Bernardino County Museum, Division of Geological Sciences, was conducted to identify potential paleontological resources in the City, which are the fossilized remains of organic materials from prehistoric environments (City of Menifee 2013a: 5.5-10). As shown in Figure 5.5-1: Paleontological Resources Sensitivity in the General Plan Draft EIR identified the project site as being located within a High Sensitivity area for paleontological resources.

Therefore, construction of the project, including the proposed grading and excavation of soils, would have the potential to result in inadvertent discovery of previously unknown paleontological resources. Implementation of Mitigation Measure MM-PALEO-1 would ensure that, in the event of inadvertent discovery during construction, paleontological resources would be handled with the proper care to extract, evaluate, and catalogue paleontological resources according to established procedures. Impacts would be reduced to a less-than-significant level with mitigation incorporated.

Cumulative Impacts

Less-Than-Significant Impact. The cumulative context for geology and soils is site-specific and considered local, rather than regional, in nature. This is because each cumulative project's development site has unique geological considerations prevalent within the region that would be subject to, at minimum, conformance with uniform site development and construction and regulatory standards, such as the CBC and MMC. Like the proposed project, the cumulative projects would be assessed on a case-by-case basis and, if necessary, applicants of these cumulative projects may be required to implement applicable and feasible mitigation measures. Implementation of paleontological mitigation measures would ensure that the project, which has less-than-significant impacts in all other categories, would have a less than significant cumulative impact on geology and soils.

Mitigation Measures:

MM-PALEO-1: Retain a Qualified Paleontologist. The project applicant shall retain a qualified paleontologist to monitoring ground disturbing activity. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director is satisfied that adequate provisions are in place to protect these resources. Inadvertent discoveries shall be evaluated for significance by a professional paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including catalog with museum numbers to the City of Menifee Community Development Director.

VIII. GREENHOUSE GAS EMISSIONS

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

Sources: City of Menifee General Plan Draft EIR; City of Menifee General Plan Open Space and Conservation Element (City of Menifee 2013f); CADO Menifee Industrial Warehouse Project Draft Environmental Impact Report (City of Menifee 2024e); River Walk Village Project Mitigated Negative Declaration (City of Menifee 2022a); CalGreen Code – Title 24 Part 1 and Part 6; California 2022 Scoping Plan (CARB 2022).

Applicable General Plan Policies:

- **OSC-10.1:** Align with the city's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB32.
- **OSC-10.2:** Align with the city's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.
- **OCS-10.3:** Participate in regional greenhouse gas emission reduction initiatives.
- **OCS-10.4:** Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

Analysis of Project Effect and Determination of Significance:

a) Less-Than-Significant Impact.

In this environmental review, an analysis was conducted to evaluate the proposed project's impacts in the context of the current regulatory environment for GHGs. The City has chosen to use the 3,000 $MTCO_2e$ per year threshold developed and recommended by SCAQMD for residential and commercial development projects. This threshold has been used to evaluate GHG impacts in various CEQA analyses prepared by the City, including the CADO Menifee Industrial Warehouse Project Draft Environmental Impact Report (City of Menifee 2024e) and residential projects similar to the proposed project, such as the River Walk Village Project Mitigated Negative Declaration (City of Menifee 2022a). The recommended threshold of 3,000 $MTCO_2e$/year is applied in this analysis to determine if emissions of GHGs from the proposed project would be significant for both construction and operational impacts.

Construction

Project-related construction activities would result in GHG emissions from the use of heavy-duty off-road

construction equipment, delivery trucks associated with materials transport, and vehicle use during worker commute. Construction activities are anticipated to occur over 15 months, starting in April 2025 and concluding in July 2026. The anticipated construction timeframe is based on the estimated timeframes from CalEEMod default construction schedules for a project of this size. Construction emissions modeling is based on a combination of project-specific information provided by the project applicant and model defaults. Table VIII-1 provides a summary of the estimated construction emissions that would occur over each year of construction. See Appendix A for detailed modeling assumptions and outputs.

Table VIII-1
Project-Generated Construction Greenhouse Gas Emissions

Year	Total GHG Emissions ($MTCO_2e$)
2025	363
2026	44
Total	407
Amortized Construction Emissions	14

Notes: Totals may not add due to rounding; GHG = greenhouse gas; MTCO2e = metric tons of carbon dioxide equivalent.

Source: Modeled by Ascent in 2024.

Consistent with SCAQMD guidance, total construction emissions are summed and amortized over a 30-year project life and added to operational emissions, which are discussed below, to determine the significance of the proposed project's GHG emissions impacts. As mentioned above, project-level GHG emissions are inherently cumulative; therefore, the construction emissions listed in Table VIII-1 are considered as part of the GHG emissions for the proposed project lifecycle, including GHG emissions during operation.

Operations

Operation of the project would result in mobile-source GHG emissions associated with vehicle trips to and from the project site, area-source emissions from the operation of landscaping equipment, energy-source emissions from the consumption of electricity and natural gas end uses in buildings, water-related energy consumption associated with water use and the conveyance and treatment of wastewater, and solid waste-generated emissions from the transport and disposal of solid waste, and refrigerants from each new residence. Modeling results are summarized in Table VIII-2. See Appendix A for detailed modeling assumptions and outputs.

Table VIII-2
Project-Generated Operational Greenhouse Gas Emissions

Emissions Source	GHG Emissions ($MTCO_2e$)
Mobile	452
Area	11
Energy	131
Water	6
Wastewater	11
Refrigerants	<1
Construction GHG – Amortized	14
Total Operational GHG Emissions	**611**
Total Annual GHG Emissions	**625**

Notes: Totals may not add due to rounding; GHG = greenhouse gas; MTCO2e = metric tons of carbon dioxide equivalent.

Source: Modeled by Ascent in 2024.

As shown in Table VIII-2, the mass emission level generated by operation of proposed project would not exceed the SCAQMD threshold of 3,000 $MTCO_2e$/year, and therefore would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. This impact would be less than significant.

b) Less-Than-Significant Impact.

The City of Menifee has not yet adopted a plan for reducing GHG emissions. The City's General Plan includes policies and measures which support achieving GHG emission reductions pursuant to statewide GHG reduction targets. The project would also be subject to the applicable GHG reduction measures of the city's general plan. The following policies would be applicable to the proposed project:

- **OSC-10.1:** Align with the city's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB32.

- **OSC-10.2:** Align with the city's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.
- **OCS-10.3:** Participate in regional greenhouse gas emission reduction initiatives.
- **OCS-10.4:** Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

The proposed residential project would be consistent with the existing zoning and General Plan land use designations and would be surrounded by residential uses. Moreover, as discussed in Section XIV, "Population and Housing", the associated population growth would be well within the growth projections established by both local planning projections of the City's General Plan 2021-2029 Housing Element and regional planning projections from SCAG. Additionally, emissions from project construction and operation would be low, and well below the mass emission threshold used by the City. Since the project would not exceed this mass emission threshold, the project would be consistent with OSC-10.1 and the overarching intent of the General Plan.

The project would adhere to applicable elements in the California Energy Code, Title 24, Part 6, Building Efficiency Standards. Thus, this project would consider impacts to climate change by incorporating more energy efficient homes and be consistent with OCS-10.4.

The 2022 Scoping Plan provides new recommendations for GHG reductions from the land use sector (e.g., building decarbonization, VMT reduction, transportation electrification), required for individual projects to implement to demonstrate consistency with the State's carbon neutrality by 2045 and reduction of GHG emissions by 85 percent below 1990 levels by 2045 goals. The project would align with the Scoping Plan's goal of building decarbonization by adhering Title 24, Part 6, Building Efficiency Standards. Additionally, as discussed in Section XVII, "Transportation," the project would result in more efficient VMT per service population for the County.

This project would align with the General Plan and the California 2022 Scoping Plan and thus the project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases, and this impact would be less than significant.

Cumulative Impacts

Less-Than-Significant Impact. Climate change is an inherently cumulative issue and relates to development throughout California, and, most of all, the world. Therefore, the project-level discussion above is also the cumulative-level discussion of the proposed project. Same as the proposed project, cumulative development in California would generate GHG emissions that could have a significant effect on the environment and conflicts with Statewide target for GHG emissions reductions, which are cumulatively significant impacts. However, as discussed above, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, the project's incremental contribution to cumulative GHG emissions impacts would be less than significant.

Mitigation Measures:

No mitigation measures are required.

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: CDA Environmental Services, Phase I Environmental Site Assessment, prepared March 20, 2023, included as Appendix D; California Department of Forestry and Fire Protection, Very High Fire Hazard Severity Zones (CAL FIRE 2009); California Department of Toxic Substances Control, Registered Hazardous Waste Transporter Database (DTSC 2024a); DTSC EnviroStor Map (DTSC 2024b); City of Menifee, Solid Waste and Recycling Residential Services (City of Menifee 2024c); Riverside County Household Hazardous Waste (County of Riverside 2024); State Water Resources Control Board GeoTracker Website (SWRCB 2024).

Applicable General Plan Policies:

- **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 facilities or the result of an accident along a section of the freeway or railroads that extend across the City.

Analysis of Project Effect and Determination of Significance:

a) Less-Than-Significant Impact. Construction of the project would involve the transport, use, storage and disposal of hazardous materials and petroleum products, such as diesel fuel, lubricants, paints and solvents, cleaning agents, and cement products containing strong basic or acidic chemicals. However, such materials would be transported, handled, stored, and disposed of in accordance with applicable safety laws, regulations, and manufacturer's instructions.

For example, construction activities associated with the project would be subject to the California Division of Occupational Safety and Health (Cal/OSHA) regulations on the proper handling of hazardous materials and worker safety and training. Project construction would be subject to the SWRCB's NPDES Construction General Permit (Order WQ 2023-0102-DWQ) requiring spill prevention and containment plans to avoid spills and releases of hazardous materials and wastes into the environment. In addition, construction best management practices may include the designation of special storage areas and labeling. Further, construction of the project would be subject to both the United States Department of Transportation (USDOT) Office of Hazardous Materials Safety's and the California Highway Patrol's (CHP) strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the United States Code of Federal Regulations.

For example, hazardous waste must be transported only by California registered hazardous waste transporters to a state-permitted treatment, storage, or disposal facility (DTSC 2024a). These transporters are registered by the California Department of Toxic Substances Control (DTSC) and CHP, and hazardous waste must be packaged and labeled for transportation in accordance with the USDOT. Finally, construction activities would be required to comply with the Riverside County Community Health Agency, Department of Environmental Health, Environmental Protection Oversight (EPO), which is the Certified Unified Program Agency (CUPA). The CUPA is responsible for coordinating the regulation of hazardous materials and hazardous wastes in the County. Therefore, the project would be required to notify the EPO regarding the use, handling, release (accidental spills), storage, and/or disposal of hazardous materials and hazardous waste in accordance with state law and County ordinance. These standard hazardous materials procedures are regulatory compliance enforced by the state and followed by private state-licensed, certified, and bonded transportation companies and contractors. Compliance with Cal/OSHA, the SWRCB Construction General Permit, USDOT, CHP regulations, and EPO as the CUPA would minimize the potential risk of a spill or accidental release of hazardous materials through routine transport, use, or disposal during construction. Construction impacts would be less than significant.

With respect to operational hazardous materials, residential land uses typically do not involve the transport, use, or disposal of significant quantities of hazardous materials. Generally, small quantities of hazardous materials, such as cleaning supplies, paints, oil, grease, disinfectants, fertilizers, and pool chemicals would be used in residential subdivisions for day-to-day operation and routine maintenance. Through the City's waste hauler, Wate Management of the Inland Empire, residents have access to various waste services, including disposal of hazardous materials such as electronics, used motor oil and filters, medical sharps, and tires, paint, and battery disposal (City of Menifee 2024c). The County also has designated permanent and temporary household hazardous waste collection facilities that provide a free and environmentally safe way to properly dispose or recycle household hazardous waste, such as used motor oils, latex/oil-based paints, fluorescent tubes/bulbs, pesticides, cleaners, BBQ and camp size propane tanks, aerosol cans, antifreeze, car and household batteries, garden chemicals, pool chlorine, televisions and computers, electronic waste, medical sharps, and unused medications (County of Riverside 2024). These services protect public health and safety and ensure proper management and disposal of residential hazardous waste materials. Implementation of City and County services and adherence to manufacturer's instructions would reduce the potential risk of improper disposal of household hazardous wastes and minimize the impacts related to routine transportation, use, and disposal of operational hazardous materials and hazardous waste that protect public health. Therefore, operational hazardous material use impacts would be less than significant.

b) Less-Than-Significant Impact. As previously discussed, construction of the project would involve the use of hazardous materials, such as diesel fuel, lubricants, paints, solvents, cleaning agents, and cement products containing strong basic or acidic chemicals. All hazardous materials used for the construction of the project would be subject to such regulations as Cal/OSHA's requirements on proper handling and worker safety training, the SWRCB's NPDES Construction General Permit's spill prevention and containment plants, the USDOT Office of Hazardous Materials Safety and CHP regulations for safe transport, and adhering to manufacturer's instructions for proper use and disposal of hazardous materials. Compliance with these laws, regulations, and safety procedures would ensure that construction-related accidental release of hazardous materials into the environment would be minimized.

In addition, CDA Environmental Services conducted a Phase I Environmental Site Assessment (Phase I ESA) (Appendix D) to evaluate the project site's potential to have hazardous materials and/or possible soil or groundwater contamination related to the possible past use, storage, disposal, or handling of hazardous materials and petroleum products around the project site.

The scope of the Phase I ESA included site reconnaissance, review of vicinity environmental reports, review of Comprehensive Environmental Response, Compensation & Liability Information System Database, review of agency records, interviews with owners and knowledgeable business and agency personnel, and analysis of land use maps and photographs. CDA Environmental Services found no evidence of potential liabilities or environmental impairment resulting from leaking underground storage tanks, release of hazardous materials and/or toxic contaminants on any properties within the immediate vicinity. The records search did identify properties with contamination and other environmental listings within a 0.12-mile, 0.25-mile, and 0.5-mile radius of the project site; however, these properties would not be likely to create hazardous conditions on the project site. Further, the project site has no recognized environmental conditions, which include the presence or likely presence of hazardous/toxic materials and the likely release of hazardous/toxic materials into the environment. CDA Environmental Services concluded that no further environmental study is required.

As previously discussed, operation of the project would include the use of small quantities of hazardous materials, such as cleaning supplies, paints, oil, grease, disinfectants, fertilizers, and pool chemicals would be used in residential subdivisions for day-to-day operation and routine maintenance. However, this would not involve the use of significant quantities of hazardous materials such that it would have the potential to create a significant hazard to the public or environment through reasonably foreseeable upset and/or accidental conditions involving the release of hazardous materials into the environment. Further, services are provided to residents by the City and County regarding proper collection and disposal of household hazardous wastes. Therefore, adherence to existing regulations and compliance with safety procedures mandated by applicable federal and state laws as well as City and County regulations would minimize the risks of foreseeable upset and accidental conditions involving the release of hazardous materials into the environment. This impact would be less than significant.

c) Less-Than-Significant Impact. There are no schools within 0.25-mile of the project site. The nearest school, Paloma Valley High School, is located 0.33-mile northwest of the project site. However, construction activities associated with the project may utilize roadways within or adjacent to local schools in the vicinity of the project site. However, as discussed, hazardous materials used during construction of the project would be subject to state and local requirements, including Cal/OSHA's regulations on proper handling and worker safety and training; the SWRCB's NPDES Construction General Permit regarding spill prevention and containment plants; the USDOT and CHP's regulations regarding safe transportation of hazardous materials; and notifying EPO as the CUPA of the use, handling, release (accidental spills), storage, and/or disposal of hazardous materials and hazardous waste in accordance with state law and County ordinance. Compliance with these regulations would ensure that construction-related hazardous materials would be handled with proper care and would minimize any impact related to the handling of hazardous materials, substances, or waste within 0.25-mile of a school. Construction impacts would be less than significant.

Regarding operational hazardous materials, residential land uses typically do not involve the use of significant quantities of hazardous materials that would create a hazardous condition to the public or environment. Typical hazardous materials used in residential development include small quantities of cleaning supplies, paints, oil, grease, disinfectants, fertilizers, and pool chemicals for day-to-day operation and routine maintenance. Services are provided to residents by the City and County regarding proper collection and disposal of household hazardous wastes. Therefore, adherence to existing regulations and compliance with safety procedures mandated by applicable federal and state laws as well as City and County regulations would minimize the risks of emitting or handling hazardous materials and wastes within 0.25-mile of an existing or proposed school. Operational impact would be less than significant.

d) No Impact. As shown on the State Department of Toxic Substances Control (DTSC) EnviroStor database, which is the department's data management system for tracking cleanup, permitting, enforcement, and investigation of hazardous waste facilities and sites with known contamination or sites where there is reason

to investigate further, the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC 2024b). This is also confirmed in the Phase I ESA conducted by CDA Environmental Services, as discussed under environmental impact question (b) of this section. The project site is also not listed on GeoTracker, which is the SWRCB's data management system for sites that impact or have the potential to impact water quality in California, with an emphasis on groundwater (SWRCB 2024). As a result, construction and operation of the project would not create a significant hazard to the public or the environment. No impact would occur.

e) No Impact. Two airports, the Perris Valley Airport, which is privately owned and used for skydiving, and March Air Reserve Base, which is used jointly by the United States Air Force and the California Air National Guard are located within the City. The airport influence area of the Perris Valley Airport only overlaps with a portion of the northern boundary of the City, and the project site is located outside the influence area and land use compatibility plan. The March Air Reserve Base is located further north than the Perris Valley Airport, and due to this distance, the project site is not located within this airport influence and land use compatibility area (see Figure 5.8-4: Airport Compatibility Zones, Perris Valley Airport and Figure 5.8-5: Airport Land Use Compatibility Zones, March Air Reserve Base, in the General Plan Draft EIR). Therefore, the project site is not located within an airport land use plan or within two miles of an airport, and as such, construction and operation of the project would not result in a safety hazard or excessive noise for people residing or working in the project area. No impact would occur.

f) Less-Than-Significant Impact. As stated in the General Plan Draft EIR, the emergency response plan in effect is the Riverside County Operational Area Emergency Operations Plan (EOP) adopted in 2006, and the Riverside County Fire Department Office of Emergency Services is responsible for planning, preparing for, and managing emergency responses (City of Menifee 2013a). Exhibit S-9: Evacuation Routes, of the General Plan Safety Element do not identify any roads within the project site vicinity as evacuation routes. Tupelo Road, which borders the project site to the north, Linda Lee Drive, which borders the project site to the east, and Garbani Road, which borders the project site to the south, are not identified as evacuation routes in the City's General Plan Safety Element. Construction of the project would be confined to the boundaries of the project site. There is a potential for construction activities to result in temporary and/or partial road closures, however this would be short-term in duration and would not impair or interfere with emergency response plans or evacuation plans with the submittal of a Traffic Control Plan (TCP), if needed. Approval of the TCP would ensure that if construction were to occur within the public right-of-way, construction activities would not prevent adequate emergency response or evacuation. In terms of operation, the project would be subject to the California Fire Code, as adopted by the MMC, Chapter 8.20, Fire Code. Therefore, implementation of the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

g) Less-Than-Significant Impact. The project site is not located within an area identified as being within a fire hazard severity zone (CAL FIRE 2009, City of Menifee 2013a: Exhibit S-8: Very High Fire Hazard Severity Zones and Public Facilities). However, the parcels to the immediate south of the project site, across Garbani Road, are identified by CAL FIRE and the City as land classified as a Very High Fire Hazard Severity Zone within a Local Responsibility Area. The project site's existing conditions include vacant, undeveloped land with scattered native shrubs and trees, and there are existing low-density residential developments to the east, west, and northwest of the project site. Development of the project site would increase wildfire risk. However, the project would include the construction of three fire hydrants onsite, in accordance with Chapter 7 of the California Fire Code, as adopted by the MMC in Chapter 8.20, Fire Code, which addresses fire emergency response and vehicular access, protection of water supplies, the locations of fire hydrants and outlets, and automatic sprinkler systems. Adherence to regulatory compliance would ensure that development of the project site as a proposed low density residential development would not significantly exacerbate the existing wildfire risk onsite or in the immediate project vicinity and expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. This impact would be less than significant.

Cumulative Impacts

Less-Than-Significant Impact. The cumulative context for hazards and hazardous materials is considered to be project site-specific and limited to within approximately 1,000 feet of the project site. Though some hazardous materials releases can cover a large area and interact with other releases (e.g., atmospheric contamination, contamination of groundwater aquifers), incidents of hazardous materials contamination are typically isolated to a small area, such as leaking underground storage tank sites or a release at individual businesses. Because of this, isolated areas of contamination typically do not interact in a cumulative manner with other sites of hazardous materials contamination. However, if the project would create a new site of contamination or contribute substantially to an existing hazardous condition in the general vicinity of the project site, then it could contribute to a cumulative impact.

Nevertheless, as discussed in this section, with regulatory compliance, the project would not result in a significant hazardous and hazardous materials impact to the environment. The project would comply with established safety regulations mandated by federal, state, and city laws and regulations governing the use, transport, storage, and disposal of hazardous materials, the project would comply with the California Fire Code and is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and design of the project would not significantly impact emergency response and evacuation nor cause excessive noise due to proximity with an airport. In addition, operation of the project as a residential development would not involve the use of significant quantities of hazardous materials that would create a cumulatively considerable hazardous condition to the public or environment. For these reasons, the project would not contribute to a significant cumulative hazards and hazardous materials impact. Therefore, the project's contribution would not be cumulatively considerable. This impact would be less than significant.

Mitigation Measures:

No mitigation measures are required.

X. HYDROLOGY AND WATER QUALITY

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

Sources: Department of Conservation, Tsunami Hazard Map (DOC 2024b); Federal Emergency Management Agency, National Flood Hazard Layer FIRMette Map (FEMA 2014); Preliminary Hydrology Report for the Tentative Tract Map No. 38683 Residential Development, prepared by Blue Engineering and Consulting, Inc., (2023a) included as Appendix E; State Water Resources Control Board Santa Ana Region Order No. R8-2020-033, NPDES No. CAS 618033 (SWRCB 2010); Project Specific Water Quality Management Plan for the Tentative Tract Map No. 38683 Residential Development, prepared by Blue Engineering and Consulting, Inc., (2023b), included as Appendix F.

Applicable General Plan Policies:

- **S-7.9:** Promote drought resistant landscaping to continue reducing water consumption and potential fuel sources.

Analysis of Project Effect and Determination of Significance:

a) Less-Than-Significant Impact. As previously established, the project site is greater than one acre in size (8.79 acres and 9.21 gross acres) it would therefore be subject to the Construction General Permit, which would require the preparation and implementation of an Storm Water Pollution Prevention Plan (SWPPP) that identifies sources of pollution that may affect the quality of stormwater discharges and describes and ensures the implementation of best management practices (BMPs) to reduce pollutants in construction stormwater discharges. BMPs would be identified for each construction phase, and examples of typical construction BMPs may include using tarps and fiber rolls, installing storm drain inlet protection, applying water or other dust palliatives, and stabilizing truck entrances and exists. Compliance with the Construction

General Permit would ensure that construction activities do not result in stormwater discharges that would violate water quality standards or waste discharge requirements established by the Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB).

Following construction, the project would be developed with 39 single-family residential dwelling units, an internal roadway circulation system, and sidewalks. When compared to the existing undeveloped, uncovered, and vacant land of the project site's existing conditions, the project would substantially increase the impervious surfaces on the project site.

The City and other co-permittees participate in an urban stormwater runoff management program covered under the Riverside County Municipal Separate Storm Sewer System (MS4) Permit (Order No. R8-2010-033, NPDES No. CAS 618033). This permit regulates the discharge of pollutants in urban runoff from non-agricultural human sources from the MS4s under the jurisdiction or responsibility of the co-permittees (SWRCB 2010). This permit requires co-permittees to incorporate appropriate erosion and sediment control BMPs and ensure that runoff from new development projects does not cause a nuisance to adjoining or downstream properties in stream channels to the maximum extent practicable. Significant redevelopment projects that result in the replacement or addition of 5,000 or more square feet of impervious surface on an already developed site, and new development projects that create 10,000 square feet or more of impervious surface (collectively over the entire project site) are required to develop project-specific WQMPs covering both construction and operational water quality, which must include BMPs for source control, pollution prevention, sit design, LID implementation (where feasible), structural treatment control BMPs, and control measures for any listed pollutant to an impaired waterbody on the California 303(d) list of impaired water bodies (SWRCB 2010).

Blue Engineering and Consulting, Inc. (Blue Engineering and Consulting) prepared a preliminary Hydrology Report, to study the effects of runoff and flood conditions from the project, and a preliminary WQMP (included as Appendix F) for the project, to address construction and operational water quality onsite. As concluded in the preliminary Hydrology Report, the project would not significantly alter the existing southwest to northeast drainage patterns onsite. To address an increase in flow rates, the preliminary Hydrology Report (Appendix E) recommended that infiltration basins be constructed in certain areas. One bioretention basin is proposed in the northeast corner of the project site to accommodate and retain the added flow and runoff of the project and direct remaining amounts into an existing storm drain on Tupelo Road. Although not located in an area of the City susceptible to flooding (FEMA 2014), the onsite storm drainage system would nevertheless be sized to accommodate a 100 year peak flowrate. The onsite storm drain and inlet and outlet structures would be privately maintained by the property owners, and other drainage facilities onsite would be publicly maintained by the City.

Based on the preliminary WQMP, BMPs for the project would include clear text marking storm drain inlets and catch basins, and repaint as needed; include final landscape plans that would minimize runoff, promote surface infiltration, detain/retain stormwater with plants that are tolerant of saturation, and consider using pest-resistant plants adjacent to hardscape; select plants appropriate to project site soils, climate, and ecological consistency; and provide stormwater pollution prevention information to owners. Implementation of the BMPs identified in the Preliminary WQMP would ensure that stormwater runoff from the project site during construction and operation would be addressed in accordance with the requirements of the Santa Ana RWQCB and the Riverside County MS4 Permit. Therefore, adherence to regulatory compliance and incorporation of the recommendations in the preliminary Hydrology Report would ensure that project implementation would not result in stormwater discharges that would violate water quality standards or waste discharge requirements established by the Santa Ana RWQCB or otherwise substantially degrade surface or groundwater quality. This impact would be less than significant.

b) Less-Than-Significant Impact. The project site is located within the San Jacinto Subbasin of the Santa Ana and San Jacinto River Watersheds (City of Menifee 2013a: Figure 5.9-1). Much of the City overlies the Perris South and Menifee Management Zones of the San Jacinto Groundwater Basin (City of Menifee 2013a: Figure 5.9-2). These zones are part of the West San Jacinto Basin Water Management Plan Area, and groundwater in this area is affected by high levels of total dissolved solids (TDS), which are an indicator of

water quality. The project site is located within the Menifee Management Zone. The Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) establishes the water quality standards for both surface and groundwater for the region. The Basin Plan includes an implementation plan describing the actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards.

The water and sewer system in the City is owned and operated by the Eastern Municipal Water District (EMWD), which operates two desalination facilities that filter the high existing TDS in the groundwater to create potable water. The project does not propose to use groundwater. Given the temporary nature of construction activities, while some dewatering could be necessary during construction activities, such dewatering activities would not be of an extent that would substantially alter groundwater supplies. While the impervious area on the project site would increase to 172,509 square feet (approximately 41 percent of the project site), the potential for decreased groundwater recharge would be offset with the project's proposed bioretention system, whereby stormwater runoff would be directed to the bioretention basin for infiltration. Thus, despite an increase in impermeable surfaces, with the bioretention system in place, there would not be a substantial change to groundwater recharge conditions. Also, the project would include other BMPs, which would allow for treatment of the on-site stormwater prior to contact with the groundwater below.

During operation, the project would result in a water demand of approximately 6,160 gallons of water consumed per capita which would be supplied by EMWD. The proposed project would not install any groundwater wells and would not otherwise directly withdraw any groundwater. Therefore, the proposed project would not interfere with groundwater recharge such that the project may impede sustainable groundwater management of a basin. Therefore, a less-than-significant impact would occur related to a decrease in groundwater supplies or groundwater recharge.

c) Less-Than-Significant Impact. See discussion below.

c.i) Less-Than-Significant Impact. Grading and excavation construction activities for the project have the potential to result in increased erosion, siltation, and other sources of pollutants in stormwater runoff onsite compared to existing conditions. However, the project would be required to obtain a Construction General Permit, which requires the preparation and implementation of an SWPPP and identify BMPs to control sediment, erosion, and contamination of stormwater runoff during construction. Examples of typical BMPs used during construction activities may include using tarps and fiber rolls, installing storm drainage inlet protection, applying water or other dust palliatives, and stabilizing truck entrances and exists.

Following construction, the project site would be developed with increased impervious surfaces, which would include 39 single-family homes with attached driveways, internal roadway circulation, and sidewalks. However, as stated in the preliminary Hydrology Report, Blue Engineering and Consulting concluded that the project as proposed would not significantly alter the existing southwest to northeast drainage patterns onsite. To address an increase in flow rates, the preliminary Hydrology Report recommended that infiltration basins be constructed in certain areas. It was determined that the proposed bioretention basin would be able to accommodate and retain the added flow and runoff of the project and would direct remaining amounts into an existing storm drain on Tupelo Road. Although not located in an area of the City susceptible to flooding (FEMA 2014), the project site would include an onsite storm drainage system that would be sized to accommodate a 100 year peak flowrate occurrence.

Further, all construction activities would be required to comply with Chapter 7.90, Grading Regulations, of the MMC regarding grading permits, submitting grading plans, erosion control plans, time of grading work, import and export of earth materials, haul routes, and other applicable grading subsections in Chapter 7.90 of the MMC. Regarding drainage, the project would include the construction of a storm drainage system, a detention basin and catch basin specific to Lot A for stormwater runoff, two water meters, and three fire hydrants. A bio-retention/detention basin plan is proposed for the project to internally capture and absorb stormwater onsite before discharging it to the proposed storm drainage system. All activities associated with the design and construction of drainage systems would comply with Chapter 7.90, Grading Regulations, of the MMC regarding drainage and terracing, erosion control systems, National Pollutant Discharge Elimination System, and other applicable drainage-related subsections, as well as Chapters 15.01, Storm Water/Urban Runoff,

and Chapter 15.04, Landscape Water Use Efficiency Requirements, of the City's Municipal Code (City of Menifee 2024a).

For these reasons, the project would not significantly alter existing drainage patterns in a manner that would result in substantial erosion or siltation. This impact would be less than significant.

c.ii) Less-Than-Significant Impact. Surface runoff during construction activities would increase compared to the existing vacant, undeveloped lot conditions onsite. However, the project would be constructed to current development and building code standards within the MMC. Increased surface runoff would be addressed by complying with Chapter 7.90 of the MMC regarding drainage and terracing, Chapter 15.01, Stormwater/Urban Runoff, and Chapter 15.04, Landscape Water Use Efficiency Requirements (City of Menifee 2024a).

In addition, the project would be designed to first internally capture and absorb stormwater (including regular surface runoff) onsite through bioretention before discharging it into the proposed storm drainage system, which itself would be built to the specifications and size of a 100-year peak flowrate occurrence, according to the preliminary Hydrology Report. Further, the project site is not located in an area naturally prone to flooding (FEMA 2014), and operation of the project as a single-family residential development would not inherently increase the rate or amount of surface runoff in a manner which would increase the risk of flooding on- or off-site. Adherence to the regulatory compliance of the Construction General Permit, the MS4 Permit, and incorporation of the preliminary Hydrology Report recommendations would ensure that project construction and operation would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. This impact would be less than significant.

c.iii) Less-Than-Significant Impact. As previously stated, the project would be designed to first internally capture and absorb stormwater (including regular surface runoff) onsite through bioretention before discharging it into the proposed storm drainage system, which itself would be built to the specifications and size of a 100 year peak flowrate occurrence, according to the preliminary Hydrology Report. In addition, the project would be constructed to current development standards within the MMC, such as Chapter 7.90 of the MMC regarding drainage and terracing, Chapter 15.01, Stormwater/Urban Runoff, and Chapter 15.04, Landscape Water Use Efficiency Requirements (City of Menifee 2024a). Therefore, the project would involve the construction of a permanent stormwater drainage system and would be required to comply with the City's municipal code regarding stormwater and urban runoff, which would minimize the potential for creating or contributing to runoff that would exceed existing or planned capacity of stormwater drainage systems serving the project site. Compliance with regulatory compliance would minimize impacts to the City's stormwater drainage infrastructure. This impact would be less than significant.

d) No Impact. The project is not located within a flood hazard area (FEMA 2014). According to the DOC, the project site is not located within a tsunami-prone area (DOC 2024b). The area is also sufficiently distance from the Pacific Ocean to avoid hazards from tsunami. The potential for a seiche to occur is not a significant risk because the project site is not located in close proximity to any existing, nearby, enclosed water bodies large enough to produce significant waves. Therefore, construction and operation of the project would have no impacts related to risks of hazardous materials release from flood hazards, tsunami, and seiche.

e) Less-Than-Significant Impact. The project site is within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB), which adopted the Basin Plan to preserve and enhance water quality and protect the beneficial uses of water bodies in the Santa Ana region. As previously established, construction activities under the project would be subject to the NPDES Construction General Permit requirements, which include the implementation of a project-specific SWPPP and BMPs to reduce pollutants in stormwater runoff leaving the construction site. In addition, the project would be required to comply with the Riverside County MS4 Permit by incorporating operational stormwater management BPMs identified in a project-specific WQMP to ensure that stormwater runoff from the project's operations would be managed in accordance with the water quality requirements established by the Santa Ana RWCQB and the Riverside County MS4 Permit. For these reasons, the project would not result in stormwater discharges that would adversely affect surface and groundwater quality in a manner that would conflict with or obstruct the implementation of the applicable Basin Plan. This impact would be less than significant.

X. HYDROLOGY AND WATER QUALITY

Cumulative Impacts

Not Cumulatively Considerable. The cumulative context for hydrology and water quality consists of the San Jacinto Subbasin of the Santa Ana and San Jacinto River Watersheds, and specifically the Perris South and Menifee Management Zones of the San Jacinto Groundwater Basin. Similar to the project, the cumulative projects would be subject to regulatory compliance such as the Construction General Permit, MS4 Permit, and various sections of the MMC, as applicable, to ensure that construction and operational impacts of each cumulative project would reduce or minimize hydrology and water quality impacts, and, if necessary, implement feasible mitigation measures. Further, adherence to these regulatory compliance practices would ensure that the project would not contribute to a cumulatively considerable impact on surface water quality, stormwater drainage and groundwater quality. Therefore, this impact would not be cumulatively considerable.

Mitigation Measures:

No mitigation measures are required.

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: City of Menifee General Plan Draft EIR; City of Menifee General Plan Land Use Element; City of Menifee 2022 Design Guidelines.

Applicable General Plan Policies:
See Table XI.I for a detailed analysis of General Plan goals and policies applicable to the project.

Analysis of Project Effect and Determination of Significance:

a) Less-Than-Significant Impact. Existing conditions on the project site are vacant, undeveloped land predominantly covered in vegetation. Low-density residential development is adjacent to the east, west, and north/northwest of the project site. Construction and operation of the proposed project would be confined to the boundaries within the project site. Although there is a potential for construction activities to result in temporary and/or partial road closures, these would be temporary in nature and the short-term duration would not physically divide an established community. Therefore, the project would have a less-than-significant impact.

b) Less-Than-Significant Impact. The City's General Plan has been prepared in accordance with state planning law and is meant to be a framework for guiding the City's planning and development. Exhibit LU-1, Land Use Map, of the City's General Plan Land Use Element shows the land use designations of the City, including residential, commercial, industrial, open space, institutional, agricultural, business park and economic development centers, public facilities, and recreation areas, among others. These land use designations exist to preserve and ensure land use compatibility throughout the City.

The project site is zoned Low Density Residential 2 (LDR2) and has a General Plan land use designation of 2.1-5 du/ac residential (2.1-5R). In the City's Municipal Code, Section 9.130, Residential Zones, LDR-2 is defined as land zoned for single-family detached and attached residences with a minimum parcel size of 7,200 square feet, with limited agriculture and animal keeping permitted (City of Menifee 2024b). In the City's General Plan, the land use designation of 2.1-5 du/ac (2.1-5R) is defined as land designated for single-family detached and attached residences, with a density range of 2 to 5 dwelling units per acre, with limited agriculture and animal keeping permitted. As a low density single-family residential project with a proposed 7,200 square foot minimum lot size and a maximum lot size of 8,624 square feet and a density of 4.44 dwelling units per acre, the project would be consistent with, as well as maintain, the existing zoning and General Plan land use designations. In addition, the General Plan designates the areas east, west, and north as lower density residential as well, and thus, the project would also be consistent and compatible with the surrounding development and land uses. Table XI-I demonstrates the project's consistency with applicable goals of the City's General Plan Land Use Element, and Table XI-2 demonstrates the project's consistency with applicable guidelines of the City's 2022 Design Guidelines.

Table XI-I
Project Consistency with the General Plan Land Use Element

Land Use Goal	Project Consistency
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.	**No Conflict**. The project would help preserve the City's rural character by siting low density residential housing adjacent to other low-density housing in the surrounding vicinity. This would continue to create place and identity for this section of the City as a "residential village", as shown in Figure LU-1, Community Structure, in the City's General Plan Land Use Element. Internal circulation roads would be constructed within the project site to provide vehicular access into and out of the project site and would connect to Tupelo Road and Linda Lee Drive. There are also utility lines with existing easements that would serve the project's proposed development. The Riverside Transit Agency supplies regional bus services within the City. The closest bus stop to the project site on Line 61 is located at Mt. San Jacinto College, approximately 1.3 miles northeast, and the closest bus stop to the project site on Line 74 is located at Bradley Rd and Cherry Hills Blvd, approximately 3.6 miles north of the project site. Lines 61 and 74 provide connections within the City and to regional connections within the greater Riverside County. Therefore, the project would not conflict with this goal.
LU-1.4: Preserve, protect, and enhance established rural, estate, and residential neighborhoods by providing sensitive and well-designed transitions (building design, landscape, etc.) between these neighborhoods and adjoining areas.	**No Conflict**. The project residential housing would maintain a height of up to 40 feet, consistent with zoning feet and, through project design, would be characterized by the massing and scale of typical low density development in accordance with the zoning and land use designations of the project site. The project would also consist of 101,207 gross square feet of landscaped area that would include street trees, site accent trees, background trees, front yard accent trees, Lot A open space trees, shrubs, and grass. Therefore, the project would not conflict with this goal.
LU-1.10: Buffer sensitive land uses, such as residents, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, and similar uses.	**No Conflict**. The project would be sited 0.75 mile west of the Interstate 215 Freeway, 5.2 miles northeast of the Interstate 15 Freeway, and 5.8 miles south of State Route 74. The proposed residential development would be sited in a residential village, as shown in Figure LU-1, Community Structure, in the City's General Plan Land Use Element. Therefore, the project would not conflict with this goal.

Table XI-2
Project Consistency with the Menifee 2022 Design Guidelines

Guideline	Project Consistency
Project Design	
CD-3.1: Preserve positive characteristics and unique features of a site during the design and development of a new project; the relationship to scale and character of adjacent uses should be considered.	**No Conflict**. The scale and character of adjacent land uses to the northwest, east, and west of the project site consist of low-density residential housing. The project's characteristics and features would be scaled to the character of this adjacent development and would be constructed as low-density residential housing as well. Therefore, the project would not conflict with this guideline.
CD-3.2: Maintain and incorporate the City's natural amenities, including its hillsides, indigenous vegetation, and rock outcroppings, within proposed projects.	**No Conflict**. The project would be located on a slight gradient due to the natural slope of the project site. The project would erect a retaining wall along the steepest portions of the project site that border Garbani Road to provide stability, privacy, and some noise abatement from Garbani Road. In addition, the project would include the planting of native vegetation and 126 trees onsite, as well as preserve one parcel (Lot A) for open space. Therefore, the project would not conflict with this guideline.
CD-3.8: Design retention/detention basins to be visually attractive and well-integrated within any associated project and with adjacent land uses.	**No Conflict**. The project would include the construction of a storm drainage system, a detention basin and catch basin specific to Lot A, two water meters, three fire hydrants. A bio-retention basin/detention basin plan is proposed for the project to internally capture and absorb stormwater onsite before discharging it to the proposed storm drainage system on Lot A. In accordance with the 2022 City Design Guidelines as well as the MMC, the catch basin and detention/retention basin would be properly landscaped with native vegetation and trees to provide a visually attractive and natural looking open space area to Lot A. Therefore, the project would not conflict with this guideline.
Land Use, Transitions, and Buffers	
CD-3.19: Design walls and fences that are well integrated in style with adjacent structures and terrain and utilize landscaping and vegetation to soften their appearance.	**No Conflict.** The project would erect a retaining wall along the property line that is bounded by Garbani Road. The construction of this retaining wall would comply with Section 1807A, Foundation Walls, Retaining Walls, and Embedded Posts and Poles, of the CBC. The retaining wall would be integrated into the existing slope face with onsite vegetation and 25 slope trees located in the backyards of homes located north of Garbani Road and located along Garbani Road itself, along the length of the property line, which would soften the visual appearance of the retaining wall. Therefore, the project would not conflict with this guideline.

Landscaping	
CD-6.1: Recognize the importance of street trees in the aesthetic appeal of residential neighborhoods and require the planting of street trees throughout the City.	**No Conflict.** The project would consist of 101,207 gross square feet of landscaped area that would include street trees, site accent trees, background trees, front yard accent trees, Lot A open space trees, shrubs, and grass. A total of 126 trees would be planted onsite, 87 of which would be street trees located along existing streets, Tupelo Road, Linda Lee Drive, and Garbani Road, as well as the proposed streets, Brokside Road and Street A. These street trees would be constructed in accordance with MMC requirements and to provide aesthetic appeal to the project's residential development. Therefore, the project would not conflict with this guideline.
Lighting	
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.	**No Conflict.** The project would include lighting interior to each single-family home and [project team, please confirm if any lighting will be installed along Brookside Rd, Street A, or Linda Lee Dr]. Outdoor lighting would comply with the requirements of the MMC, General Plan Community Design Element. Therefore, the project would not conflict with this guideline. See Section I(d), Aesthetics, for further information.

As shown, the project would not result in a significant environmental impact due to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This impact would be less than significant.

Cumulative Impacts

Less-Than-Significant Impact. The cumulative setting consists of planned land uses and development under the City's General Plan as well as reasonably foreseeable projects identified in Table XI.I. As discussed previously in this section, construction and operation of the project would not result in physically dividing an established community, nor would it result in a significant impact to the environment due to a conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As identified above, the project is consistent with the General Plan Land Use Element and the City's 2022 Design Guidelines. For these reasons, the project's contribution to cumulative land use impacts would not be cumulatively considerable. This impact would be less than significant.

Mitigation Measures:

No mitigation measures are required.

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: City of Menifee General Plan Draft EIR (City of Menifee 2013a).

Applicable General Plan Policies:
None.

Analysis of Project Effect and Determination of Significance:

a) No Impact. As discussed in the City's General Plan Draft EIR, The California Geological Survey Mineral Resources Project provides information about California's non-fuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources, as mandated by the Surface Mining and Reclamation Act (SMARA) of 1975 (City of Menifee 2013a). Zones containing significant mineral resource deposits, or a likelihood of their presence, are classified as Mineral Resource Zone 2 (MRZ-2). The City does not have any land zoned MRZ-2, and there are no active mines mapped within the City of Menifee; one inactive sand and gravel mine is located near the southwest corner of State Route 74 and Sherman Road in the Community of Romoland (City of Menifee 2013a). Therefore, implementation of the project would not 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. The project would have no impact.

b) No Impact. As previously discussed, there are no active mineral extraction areas within the City, nor are there lands zoned MRZ-2 for mineral resource significance. Further, the project site does not include the extraction of mineral resources. Therefore, implementation of the project would have no impact.

Cumulative Impacts

No Impact. As the project is not located in an area identified as having mineral resources, and no active mineral extraction exists on the project site or in the City, nor are there any MRZ-2 zones of mineral resource significance, the project would not be cumulatively considerable. The project would have no impact.

Mitigation Measures:
No mitigation measures are required.

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:

General Plan; City of Menifee Municipal Code Section 8.01.010; Product Data for GH5S Single-Stage Heat Pump Refrigerant (Carrier 2022); City of Menifee General Plan Draft EIR (City of Menifee 2013a); Federal Agency Review on Selected Airport Noise Analysis Issues (FICON 1992); Noise Impact Analysis Garbani 10 Project (Roma Environmental 2022); Riverside County Airport Land Use Compatibility Plan (County of Riverside 2012); Technical Noise Supplement (California Department of Transportation [Caltrans] 2013); Transit Noise and Vibration Impact Assessment Manual (Federal Transit Administration [FTA] 2018).

Applicable General Plan Policies:

- **Policy N-1.1:** Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.
- **Policy N-1.2:** Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the city's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.
- **Policy N-1.3:** Require noise abatement measures to enforce compliance with any applicable regulatory mechanisms, including building codes and subdivision and zoning regulations, and ensure that the recommended mitigation measures are implemented.
- **Policy N-1.7:** Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources adjacent to sensitive receptors:

Table XIII-1
Menifee Stationary Noise Standards

Land Use – Residential	Interior Standards	Exterior Standards
10:00 p.m. to 7:00 a.m.	40 L_{eq} (10 minute)	45 L_{eq} (10 minute)
7:00 a.m. to 10:00 p.m.	55 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 are designed with adequate noise abatement measures.

- **Policy N-1.11:** Discourage the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.
- **Policy N-1.13:** Require new development to minimize vibration impacts to adjacent uses during demolition and construction.
- **Policy N-1.17:** Prevent the construction of new noise-sensitive land uses within airport noise impact zones. New residential land uses within the 65 dB CNEL contours of any public-use or military airports, as defined by the Riverside County Airport Land Use Commission, shall be prohibited.

Analysis of Project Effect and Determination of Significance:

Background Information

Prior to discussing the environmental setting and applicable noise standards, the following definitions of technical noise terms used throughout this section are provided.

- Equivalent Continuous Sound Level (L_{eq}): L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound level that occurs during the same period (Caltrans 2013:2-48). For instance, the 1-hour equivalent sound level, also referred to as the hourly L_{eq}, is the energy average of sound levels occurring during a 1-hour period.
- Maximum Sound Level (L_{max}): L_{max} is the highest instantaneous sound level measured during a specified period (Caltrans 2013: 2-48, FTA 2018: 207-208).
- Community Noise Equivalent Level (CNEL): CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10:00 p.m. and 7:00 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7:00 p.m. and 10:00 p.m. (Caltrans 2013: 2-48)
- Vibration Decibels (VdB): VdB is the vibration velocity level in decibel scale (FTA 2018: Table 5-1)
- Peak Particle Velocity (PPV): PPV is the peak signal value of an oscillating vibration waveform. Usually expressed in inches/second (FTA 2018: Table 5-1).

Existing Noise- and Vibration-Sensitive Land Uses

The City of Menifee General Plan Draft EIR (City General Plan DEIR) identifies residences, schools, churches, nursing homes, hospitals, and open space/recreation areas as noise-sensitive land uses (City of Menifee 2013a: 5.12-9). These land use types are also considered vibration-sensitive land uses. The noise-sensitive receptors nearest to the project site are single-family residences. Single-family homes are located along Linda Lee Drive approximately 43 feet east of the northeastern portion of the project site; along Garlington Street, approximately 25 feet east of the project site, and adjacent to the western frontage of the project site.

Existing Noise Sources

Existing noise sources near the project site include residential uses and vehicular traffic. Major roads and highways are typically the primary sources of ambient noise in a community. The three local roads closest to the project site are Tupelo Road, adjacent to the northern project frontage; Linda Lee Drive, adjacent to the eastern frontage of the project site; and Garbani Road, adjacent to the southern frontage of the project site. Holland Road is the nearest major collector road and is located approximately 0.75 miles north of the project site. Additionally, Interstate 215 is approximately 0.75 miles east of the project site.

No new noise survey was conducted for this analysis. Instead, reference noise levels are used to characterize the existing ambient noise environment at the project site and in the project vicinity. Short-term (ST) noise measurements (i.e., less than one hour) and long-term (LT) noise measurements (i.e., 24-hour) were conducted in 2017 for the noise impact analysis of a proposed development project located at the southwestern corner of the Garbani Road/Sherman Road intersection, approximately 790 feet southeast of the project site (Roma Environmental 2022). A Larson Davis Laboratories Model LxT sound level meter was used for the ambient noise level measurement surveys and the measurement equipment met all pertinent specifications of the American National Standards Institute (Roma Environmental 2022). The ST noise measurement “STNM1” is used in this analysis (Roma Environmental 2022: 7). This measurement was

selected as it was taken on a vacant lot north of Garbani Road, similar to the project site. The results of the ambient noise measurement survey taken at STNM1 are summarized in Table XIII-2. It should be noted that additional development has occurred on the site since the noise measurements were taken, and thus, the noise levels included in Table XIII-2 are likely lower than existing noise levels, and thus represent a conservative analysis threshold.

Table XIII-2
Summary of Sound Level Measurement

Measurement Location	Date	Time/Duration	Primary Noise Source	Noise Levels (dBA L_{eq})	Noise Levels (dBA L_{max})
STNM1	11/7/2017	12:40 p.m. / 10 min.	Constant noise of aircraft in the area, overhead propellor plane at 12:47 p.m.	45.7	63.3

Notes: STNM = short-term noise measurement; min = minutes; L_{eq} = equivalent continuous sound level; L_{max} = maximum instantaneous noise level; dBA = A-weighted noise level; min = minutes

Source: Roma Environmental 2022.

Applicable Noise Standards

Federal Transit Administration

The FTA *Transit Noise and Vibration Impact Assessment Manual* provides guidance to engineers, planners, and consultants in assessing noise and vibration from construction, operation, and maintenance of projects. For the purposes of providing a recognized threshold for annoyance from vibration, the vibration impacts analysis for the project references the FTA threshold of approximately 80 vibration velocity decibels (VdB) as the maximum level at which continuous vibration causes annoyance (FTA 2018:126). In terms of vibrational impacts causing damage to nearby structures, the FTA threshold of approximately 0.20 inches/second peak particle velocity (PPV) is used in this analysis (FTA 2018:126). In addition to vibration criteria, the FTA has also established construction noise criteria based on the land use type affected by noise and depending on whether construction noise would occur during daytime or nighttime. The FTA residential noise criteria used in this analysis are 90 dBA L_{eq} for daytime and 80 dBA L_{eq} for nighttime.

Federal Interagency Committee on Noise

A noise level increase of 5.0 dB, or greater, would typically be considered to result in increased levels of annoyance where existing ambient noise levels are less than 60 dB. Within areas where the ambient noise level ranges from 60 to 65 dB, increased levels of annoyance would be anticipated at increases of 3 dB, or greater. Increases of 1.5 dB, or greater, could result in increased levels of annoyance in areas where the ambient noise level exceeds 65 dB. The rationale for the Federal Interagency Committee on Noise recommended criteria is that as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause significant increases in annoyance (FICON 1992).

City of Menifee General Plan

The City of Menifee General Plan contains goals and policies to address noise within the City. General Plan Policy N-1.7 establishes acceptable exterior residential noise level standards of 65 dBA L_{eq} between 7:00 a.m. and 10:00 p.m. and 45 dBA L_{eq} between 10:00 p.m. and 7:00 a.m.

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, FTA vibration and noise standards, adopted General Plan policies, and the City Municipal Code, the following criteria are used in this analysis to determine potential project impact.

Short-Term Construction Noise

Section 8.01.010 of the City Municipal Code limits construction that occurs within 0.25 mile of an occupied residence to the hours between 6:30 a.m. and 7:00 p.m. Mondays through Saturdays and prohibits

construction on Sundays and nationally recognized holidays. The city has not adopted construction-related numerical noise limits. FTA has established daytime noise criteria for the purpose of conducting noise assessments, which include 90 dBA Leq for residential receivers. Based on the City Municipal Code and FTA standards, the project would result in an impact if:

- Construction noise occurs outside the allowable daytime hours (i.e., before 6:30 a.m. or after 7:00 p.m.) Monday through Saturday, or at any time on Sunday or national holidays; or
- Construction activity that occurs between the hours of 6:30 a.m. and 7:00 p.m. Monday through Saturday (Municipal Code Section 8.01.010) exceeds the FTA exterior residential noise standard of 90 dBA L_{eq} when measured at the adjacent property line (FTA 2018).

Short-Term Construction Vibration

The generation of excessive groundborne vibration levels that cause structural damage or result in sleep disturbance to sensitive uses. The City of Menifee has not established specific criteria for the analysis of groundborne vibration impacts. Thus, FTA vibration assessment criteria is used in this analysis. Applying FTA vibration assessment criteria, the project would result in a significant vibration impact if:

- Construction-generated vibrations exceed the FTA recommended standards for preventing structural damage of 0.20 in/sec PPV for non-engineered timber and masonry buildings
- Construction-generated vibrations exceed the FTA recommended standard of 80 VdB for human response to infrequent vibration events

Long-Term Operational Traffic Noise

A significant traffic noise increase would occur if project-generated traffic noise levels exceed FICON guidance for allowable incremental increases in noise as follows:

- 5 dBA CNEL increase where existing noise levels are below 60 dBA CNEL.
- 3 dBA CNEL where existing noise levels are between 60 and 65 dBA CNEL.
- A 1.5 dBA CNEL increase where existing noise levels exceed 65 dBA CNEL.

Long-Term Operational Stationary Noise

The project would result in a significant long-term operational stationary noise impact if:

- Long-term noise levels generated by stationary sources exceed the City daytime and nighttime residential exterior noise standards (i.e., 65 dBA L_{eq} between 7:00 a.m. and 10:00 p.m. and 45 dBA L_{eq} between 10:00 p.m. and 7:00 a.m.) at an adjacent residential property line (General Plan Policy N-1.7)

Noise Exposure

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, expose people residing or working in the project area to excessive noise levels.

a) Less-Than-Significant Impact. This discussion includes an analysis of short-term construction noise and long-term operational noise. Because noise standards are often regulated differently depending on the source (e.g., stationary source, transportation source), it follows that each source would be evaluated using the appropriate adopted noise source and associated methodology to analysis. Thus, significance is concluded for this resource topic based on the type of noise impact (temporary or permanent) that could occur as a result of project implementation.

Construction Noise (Temporary)

To assess potential short-term (construction-related) noise impacts, sensitive receptors and their relative exposure were identified. Project-generated construction source noise levels were determined based on methodologies, reference emission levels, and usage factors from the Federal Transit Administration's (FTA) Guide on Transit Noise and Vibration Impact Assessment methodology (FTA 2018) and Federal Highway

Administration's (FHWA) Roadway Construction Noise Model User's Guide (FHWA 2006). Reference noise levels for specific equipment and activity types are well documented, and the usage thereof is common practice in the field of acoustics.

Construction is typically a temporary activity and noise from construction ceases once construction is complete. Construction noise levels vary from hour to hour and day to day, depending on the equipment in use, the operations being performed, and the distance between the noise source and receiver. The project would involve the construction of 39 new single-family residences and one open space lot. The project would be constructed on undeveloped land; thus, no demolition would be required. Construction activities would occur between the hours of 6:30 a.m. and 7:00 p.m. Monday through Saturday in compliance with City of Menifee Municipal Code (City Municipal Code) Section 8.01.010. No nighttime construction is expected; however, the city could grant an exception to allow construction between 7:00 p.m. and 6:30 a.m. Although the City establishes permissible hours for construction, it does not establish a quantitative threshold for evaluating temporary construction noise levels. Therefore, this analysis uses the FTA residential daytime exterior noise threshold of 90 dB L_{eq} to assess potential construction noise impacts associated with project implementation.

Typical equipment that would be used during construction would include dozers, tractors, loaders, backhoes, rollers, air compressors, and excavators. Construction equipment with substantially higher noise-generation characteristics, such as pile drivers, rock drills, and blasting equipment, would not be used for construction of any phase of the project. Construction noise levels are influenced by many variables, including the specific equipment types, the size of equipment used, condition of equipment, and the number of pieces that would operate on the project site. The typical maximum noise levels (i.e., L_{max}) for various pieces of construction equipment at a distance of 50 feet are presented in Table XIII-3.

Table XIII-3
Typical Noise Levels from Construction Equipment

Equipment Type	Typical Noise Level (L_{max}) at 50 feet
Backhoe	80
Concrete Mixer	85
Compactor	80
Crane/Lift	85
Compressor (Air)	80
Dozer	85
Dump Truck	84
Excavator	85
Front End Loader	80
Generator	70
Grader	85
Paver	85
Roller	85

Notes: Notes: Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.

Source: FTA 2018: 176

As shown in Table XIII-3, the maximum noise levels at 50 feet for typical construction equipment could result in levels up to 85 dB L_{max}. This analysis is based on the concept that construction equipment moves about a construction site, with some pieces operating closer to the property edge (and subsequently nearer to sensitive receivers) while others are operating on another portion of the site (further from the same receiver). Propagating noise levels from the center of the construction site is appropriate in the field of acoustics, especially when evaluating construction noise, to account for the random pattern of noise-generating equipment moving about the site that generate different noise levels throughout the day. Thus, to better estimate noise exposure from the construction site at offsite receivers, construction noise levels at receivers are calculated based on the distance from the center of construction activities (i.e., the acoustical center) to

sensitive receptors and using the calculated hourly average noise level (i.e., L_{eq}) associated with multiple pieces of equipment operating at the same time, in accordance with FTA guidance.

Modeling of on-site construction noise assumed simultaneous operation of three pieces of heavy equipment for each phase of construction (e.g., site preparation, grading, building construction, paving, and architectural coating). Construction noise levels would typically range from approximately 76.0 dB L_{eq} to 85.1 dB L_{eq} at 50 feet, depending on the phase of construction. The highest construction noise levels are predicted to occur during the paving and grading phases which could generate hourly average noise levels of 85.1 dB L_{eq} and 84.7 dB L_{eq}, at 50 feet, respectively. The highest noise levels at nearby sensitive receptors are predicted to occur during paving activities, where noise levels from construction activities could be as high as 72.3 dBA L_{eq} at the nearest existing residences, approximately 217 feet from the center of construction activity. Therefore, construction activity would not exceed the exterior daytime FTA threshold (i.e., 90 dBA L_{eq}) for construction noise at residential uses. Further, project construction and resulting noise would be temporary and intermittent and would end once construction is complete. During this time, construction activities would occur during daytime hours (i.e., between 6:30 a.m. and 7:00 p.m.) in compliance with Section 8.01.010 of the City Municipal Code. Although construction noise levels would be louder than typical conditions, a substantial increase in noise itself does not necessarily constitute a significant noise impact, so long as overall noise exposure is below an acceptable level (FTA 2018). Additionally, an exterior-to-interior noise reduction from standard buildings would be expected to achieve at least a 15 dB reduction (Caltrans 2013) and thus, interior noise levels at nearby residences would be substantially lower than exterior noise levels. For these reasons, noise associated with project construction would not exceed applicable standards or result in a permanent adverse effect to nearby sensitive receptors. This impact would be less than significant.

Operational Noise (Permanent)

The project would result in residential growth and associated increases in operational noise.

Stationary Noise

Projects that include the installation of new stationary equipment have the potential to increase ambient noise levels. Implementation of the project would introduce new stationary noise sources associated with residential uses such as heating, ventilation, and air conditioning (HVAC) units and human activity (e.g., residential maintenance, talking) in open space. To evaluate increases in operational stationary noise sources associated with the project, the adopted exterior noise standards contained in City Municipal Code Section 9.09.050 (i.e., 65 dBA L_{eq} between 7:00 a.m. and 10:00 p.m., and 45 dBA L_{eq} between 10:00 p.m. and 7:00 a.m.) were applied. It should be noted that exterior standards are established such that, if complied with, interior noise standards would also be achieved. Thus, this analysis only addresses exterior noise levels.

Detailed information regarding the stationary equipment models to be installed and their exact location is not currently available. Noise levels from HVAC equipment vary depending on the unit efficiency, size, and location, but generally range from 60 to 70 dBA L_{eq} at 3 feet (Carrier 2022). The project would install new HVAC equipment for the proposed residential dwellings, and therefore, the equipment would be in proper repair. Section 9.210.060(B) of the City Municipal Code exempts certain noise sources, including HVAC equipment in proper repair, from City noise standards.

The proposed project would include 9,013 square feet of common open space (e.g., green spaces, landscaped lawns) and 92,194 square feet of private open space (i.e., to be maintained by proposed homeowners) throughout the project site. The addition of open space could result in an increase in localized noise on the project site associated with residential maintenance (e.g., lawnmowers, leaf blowers, etc.). Section 9.210.060(B) exempts noise associated with property maintenance provided that such maintenance activity occurs between the hours of 7:00 a.m. and 8:00 p.m. Residents would be required to adhere to the City Municipal Code, and thus, maintenance activities would not occur during hours when nearby receptors are more sensitive to noise. For these reasons, noise from outdoor open space would not result in long-term adverse effects to nearby sensitive receptors.

Mobile Source (Traffic) Noise

Implementation of the project would result in approximately 368 new daily trips. These trips would result in an increase in average daily traffic volumes and associated increase in traffic noise levels along roadway segments that would be used to travel to and from the project site (refer to Appendix G for detailed noise modeling input parameters). The existing traffic noise levels modeled for Tupelo Road (i.e., the roadway north of the project site) between Bradley Road and Sherman Road are 52.1 dB CNEL (Roma Environmental 2022). In accordance with FICON standards, an increase in traffic noise levels of 5 dBA CNEL or more would be considered a substantial noise increase where existing noise levels are below 60 dBA CNEL. Traffic noise levels with project implementation are modeled to be 52.5 dB CNEL, a 0.40 dB CNEL increase over existing traffic noise levels. Therefore, the project would not result in a substantial increase (i.e., 5 dBA CNEL) in traffic noise as compared to existing conditions.

Summary

As discussed above, noise levels from construction activity would be as high as 72.3 dB L_{eq} at the nearest existing residences, which would not exceed applicable FTA daytime construction noise standards for residential uses. Although noise associated with construction activity would be louder than typical conditions, construction activity would be short-term and temporary and thus, construction noise would not result in permanent adverse effects to sensitive receptors. Regarding operational noise, HVAC operation would comply with the requirements of City Municipal Code Section 9.21.060(B) and thus, would be exempt from City noise standards. The new open spaces associated with the project would not generate noise that exceeds applicable standards at nearby receptors. The project would increase vehicle trips on roadways surrounding the project site. However, the resulting increase in traffic noise would be less than 1 dB, and thus would not exceed the applicable noise increase standard (i.e., 5 dB CNEL) or result in a discernable increase (i.e., 3 dB) in traffic noise levels. For these reasons, this impact would be less than significant.

b) Less Than Significant with Mitigation Incorporated. To assess potential short-term (construction-related) vibration impacts, sensitive receptors and their relative exposure were identified. The project-generated construction source noise and vibration levels were determined based on methodologies, reference emission levels, and usage factors from FTA's Guide on Transit Noise and Vibration Impact Assessment methodology (FTA 2018).

Construction activities that could expose people to excessive vibration, resulting in sleep disturbance or prolonged disruption to daily activities/work, are more likely to occur during extended construction schedules that involve impact equipment (e.g., pile drivers, jackhammers), blasting, or large haul trucks. The city does not have vibration thresholds and therefore, FTA standards are used in this analysis. Based on FTA guidance, transient vibrations, such as construction activity with a 0.2 inches per second (in/sec) peak particle velocity (PPV) may be characterized as causing structural damage to non-engineered timber and masonry buildings. In addition, peak vibration levels (VdB) established by the FTA, recommend a level of 80 VdB for the purpose of evaluating disturbance to sensitive land uses where people sleep.

Based on the proposed construction activity and types of equipment that would be used, the heaviest piece of construction equipment that would generate the highest levels of vibration would be a vibratory roller. A vibratory roller operated within approximately 26 feet of an existing building or structure could expose that structure to levels of ground vibration that exceed FTA recommended level of 0.2 in/sec PPV with respect to the prevention of structural damage. Also, a vibratory roller operated within 73 feet of a building could expose the building occupants to ground vibration levels that exceed the FTA maximum-acceptable vibration standard of 80 VdB with respect to human annoyance for residential uses. There are no structures located within 26 feet of construction activity. However, residences along Linda Lee Road and Garlington Street are located within 73 feet of where a vibratory roller could be used. Therefore, the FTA threshold for human response at residences would be exceeded.

Implementation of Mitigation Measure NOI-1 would reduce impacts to a less-than-significant level by requiring alternative quieter construction activities and establishing minimum setback requirements. Mitigation Measure

NOI-1 would ensure that vibration associated with project construction would not result in human disturbance at nearby occupied residences. Therefore, this impact would be less than significant with mitigation.

c) No Impact. The project is located approximately 6 miles northwest of French Valley Airport, the nearest airport. The project site is located outside of the 65 dB CNEL noise contour for the French Valley Airport and is not located within any other airport planning boundary (County of Riverside 2012). Therefore, the project site would not be subject to excessive airport noise levels and would have no impact related to exposure to excessive noise levels.

Cumulative Impacts

Construction-related noise and vibration are typically considered localized impacts, affecting only receptors closest to construction activities. Therefore, unless construction of cumulative projects occurs in close proximity to each other (i.e., less than 500 feet) and at the same time, noise and vibration from individual construction projects would have little chance of combining to create cumulative impacts. For these reasons, cumulative noise and vibration impacts from construction are generally less than significant. As discussed above, construction noise and vibration associated with the project would be intermittent and temporary and would be limited to the less-sensitive times of day. Of the projects included in Table 2, only cumulative project #3 is within 500 feet of the project site. This project is currently in the review phase and dates of construction are currently unknown. Project #3 and all future projects would be subject to and required to comply with the construction hours contained in the City Municipal Code and other applicable standards to ensure that the project is designed to minimize construction-related noise and vibration impacts. Adherence to these standards would ensure that exposure from construction activities at off-site noise-sensitive receivers would be minimized and would not contribute substantially to a cumulative impact.

Cumulative impacts related to on-site operational and stationary noise sources are site specific, dissipate with distance from the source, and typically result in cumulative impacts only when project-generated noise is located close to other off-site noise sources. The project would result in residential land uses that include stationary noise sources such as HVAC units. Stationary noise sources are generally limited to the vicinity of the project site and would generally not combine with other stationary equipment in the overall area (i.e., offsite) to result in a cumulative effect. Additionally, proposed development surrounding the project site would be subject to individual environmental analysis and mitigation impacts and would be required to comply with applicable standards related to operational noise. Therefore, the cumulative noise impacts related to long-term operational activities would not be cumulatively considerable and the project would not contribute substantially to a cumulative impact related to operational noise. For these reasons, the cumulative impact would be less than significant.

Mitigation Measures:

Mitigation Measure NOI-1: Implement Construction-Vibration Reduction Measures

The following measures shall be included on all grading plans, for City review and approval, prior to commencement of any grading / construction activities. The applicant shall implement or incorporate the following construction vibration reduction measures into construction specifications for construction contractor implementation during project construction:

- Avoid the use of vibratory rollers or other vibratory equipment within 73 feet of residential uses or any occupied structure; or use alternative equipment/construction methods that generate lower levels of vibration.
- Ground-impacting activities shall be prohibited from occurring at the same time if simultaneous activity would result in exceedance of vibration criteria.
- Operate earth moving equipment on the construction site as far away from vibration-sensitive land uses as possible.
- Minimum setback requirements for different types of ground vibration producing activities (e.g., vibratory roller) for the purpose of preventing negative human response shall be established based on the specific nature of the vibration producing activity, soil conditions, and the type of sensitive receptor. Established setback requirements (e.g., 73 feet for use of a vibratory roller) can be revised

only if a project-specific ground vibration study demonstrates, as determined by the City, that receptors would not be exposed to ground vibration levels in excess of negative human response vibration threshold levels, depending on the frequency of the event and receiver type. All vibration-inducing activity within the established setback distances shall be monitored and documented to compare recorded ground vibration noise and vibration noise levels at affected sensitive land uses to the applicable vibration threshold values. The results included recorded vibration data shall be submitted to the City.

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: U.S. Census Bureau 2023; City of Menifee 2021-2029 Housing Element; Connect SoCal 2024.

Applicable General Plan Policies:

- **HE Policy 1.1:** Adequate Sites. Provide adequate sites to accommodate project housing unit growth needs identified by the 2021-2029 Regional Housing Needs Assessment.

Analysis of Project Effect and Determination of Significance:

a) Less-Than-Significant Impact. In terms of population growth, the project would construct 39 single-family residential houses on the project site. According to the United States Census Bureau, the City has an average of 3.14 persons per household (U.S. Census Bureau 2023), and according to MMC Section 7.75.060, the City has approximately 2.85 persons per single-family residential house with an attached garage. Therefore, the project would generate approximately 112 new residents into the City.

An increase of approximately 112 residents within the City would not induce substantial unplanned population growth in the area. As shown in the City's General Plan 2021-2029 Housing Element, the City is projected to have a population of 129,750 by 2035, and as shown in the Demographics and Growth Forecast Technical Report in Connect SoCal 2024, the City is projected to have a household population of approximately 44,300 persons by 2035. Therefore, the project's estimated introduction of approximately 112 residents represents 0.09 percent of the City's anticipated population in 2035 according to the City's Housing Element and would represent 0.25 percent of the City's anticipated housing population in 2035 according to Connect SoCal 2024. Therefore, the project would be well within the growth projections established by both local planning projections of the City's General Plan 2021-2029 Housing Element and regional planning projections of Connect SoCal 2024. In addition, the project proposed low density single-family development would be consistent with the existing zoning and General Plan land use designations of the project site. Due to this, the project would not induce substantial unplanned population growth, and this is because growth associated with proposed land uses that are consistent with the zoning and land use designations of the City are accounted for in the growth projections of the City's General Plan. For these reasons, the project site would have a less-than-significant impact.

b) No Impact. The project site currently consists of vacant, undeveloped land and would be developed with 39 single-family residential homes and preserve one lot (Lot A) as open space land. No housing would be demolished to construct the project, and therefore, implementation of the project would not result in the displacement of substantial numbers of people or housing that would necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur.

Cumulative Impacts

Less-Than-Significant Impact. As discussed above in this section, implementation of the project would not result in the displacement of substantial numbers of existing people or housing that might otherwise necessitate the construction of replacement housing elsewhere. The project would not contribute to a cumulatively considerable impact regarding displacement. As also discussed above, the project's estimated

introduction of 112 new residents within the City would be well within the population growth projections of both the City's Housing Element and Connect SoCal 2024. Therefore, the project would not induce substantial unanticipated population growth within the City or County or greater SoCal region. For these reasons, the project's contribution to cumulative population growth impacts would not be cumulatively considerable. This impact would be less than significant.

Mitigation Measures:

No mitigation measures are 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: City of Menifee Resolution No. 22-164: Developer Impact Fees (City of Menifee 2023); City of Menifee General Plan Draft EIR 2013a; Menifee Union School District, Find Your School Webpage (MUSD 2024); Perris Union High School District, Find Your School Webpage (PUHSD 2024).

Applicable General Plan Policies:

- **S-4.4:** Review development of proposals for impacts to fire facilities and compatibility with fire areas or mitigate.
- **S-4.17:** The City should ensure that all new development has adequate water, sewer, and fire protection consistent with the most current California Building Code and California Fire Code and will comply with the Board of Forestry and Fire Protection Fire Safe Regulations.

Analysis of Project Effect and Determination of Significance:

a) Less-Than-Significant Impact. Fire protection services are provided by the Riverside County Fire Department (RCFD). The station closest to the project site is Menifee Station 68, located at 26020 Wickerd Road, approximately 2.6 miles (driving distance) southwest of the project site.

The project would generate 112 new residents within the City, which would be consistent with the growth projections of the City's 2021-2029 Housing Element as well as the Demographics and Growth Forecast Technical Report of Connect SoCal 2024. The project's proposed residential uses are also consistent with the underlying Low Density Residential 2 zoning of the project site. Therefore, the introduction of 112 new residents would not exceed what was already anticipated and accounted for in the local growth projections of the General Plan Housing Element, the regional growth projections in Connect SoCal 2024, and the underlying zoning of the project site itself. These regional growth projections take into account the need for fire protection services to accommodate projected growth. To that end, the project is subject to City Resolution No. 22-1264 (Development Impact Fees) (DIF) and would be required to pay DIF at the time a certificate of occupancy is issued, or upon final inspection, whichever comes first (City of Menifee 2023). Payment of DIF would offset the project's demand on existing fire services and ensure that adequate fire protection and emergency/medical services would be provided (City of Menifee 2013a). In addition, the project's design would be required to comply with the operational requirements for residential structures in the California Fire Code, as adopted by the MMC in Chapter 8.20, Fire Code. Further, the project does not include development of new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts. Therefore, this impact would be less than significant.

b) Less-Than-Significant Impact. Police protection services are provided by the Menifee Police Department (MPD). There are two police stations in the City, and the closest station to the project site is Menifee Police Station, located at 29714 Haun Road, approximately 3.2 miles (driving distance) north of the project site. The

Riverside County Sherriff's Department Perris Station, located at 137 North Perris Boulevard, also serves the City of Menifee and is located 13.7 miles north of the project site.

The introduction of 112 new residents would not exceed what was already anticipated and accounted for in the local growth projections of the General Plan Housing Element, the regional growth projections in Connect SoCal 2024, and the underlying zoning of the project site itself. These regional growth projections take into account the need for police protection services to accommodate projected growth. New development projects within the City, such as the project, would be required to pay DIF to offset the project-related demand on existing police services, and payment of DIF would ensure that as each future project is developed, adequate police protection services would be provided (City of Menifee 2023, City of Menifee 2013a). As concluded in the City's General Plan EIR, compliance with payment of DIF would ensure that projects proposed within the City would not adversely impact existing police protection services. Further, the project does not include development of new or physically altered police protection facilities, the construction of which could cause significant environmental impacts. Therefore, this impact would be less than significant.

c) Less-Than-Significant Impact. The project site is located within the jurisdiction of the Menifee Union School District (MUSD) and Perris Union High School District (PUHSD). Specifically, the project site is serviced by Chester W. Morrison Elementary School, located at 30250 Bradley Rd, approximately 1.5 miles north of the project site; Menifee Middle School, located at 26255 Garbani Road, approximately 1 mile southwest of the project site; and Paloma Valley High School, located at 31375 Bradley Road, approximately 0.33 mile northwest of the project site (MUSD 2024; PUHSD 2024).

The project proposes to develop 39 single-family residential units, which would generate approximately 12 new elementary school students, six new middle school students, and five new high school students in the City. Table XV-I shows the calculation breakdown of the project's student generation.

Table XV-I
Estimated Increase in Student Attendance from Project

		Elementary School		Middle School		High School		TOTAL
Residential Unit Type	**Proposed Net Increase (Units)**	**Student Generation Rate**	**Number of Students**	**Student Generation Rate**	**Number of Students**	**Student Generation Rate**	**Number of Students**	**Total Number of Students**
Single-Family Detached	39	0.3119 stu / du	12	0.1525 stu / du	6	0.1317 stu / du	5	**23**

Notes: stu = students; du = single-family detached dwelling unit.

Source: Generation rates per General Plan Draft EIR, Section 5.14 Public Services (City of Menifee 2013a).

The remining capacity of these schools includes 160 students at Chester W. Morrison Elementary School; 406 students at Menifee Valley Middle School; and 28 students at Paloma Valley High School (City of Menifee 2013a). The PUHSD is planning for a third high school on the southeast corner of Leon Road and Wickerd Road about 1 mile southeast of the City boundary. As with fire and police protection services, the project is also subject to DIF regarding school services, pursuant to Senate Bill 50, which specifically establishes a process for determining the amount of fees developers may be charged to reduce the impact of proposed projects on school facilities resulting from increased enrollment (City of Menifee 2013a). Payment of the DIF for schools would ensure that the project's introduction of 23 new students into the MUSD and PUHSD would have a less-than-significant impact.

d) Less-Than-Significant Impact. The project would introduce new residents and lead to an increase in population compared to existing conditions, which may result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. However, the project's proposed residential uses are consistent with the underlying zoning of the project site, consistent with General Plan Housing Element, and consistent with population projections identified in Connect SoCal 2024, and as such, the introduction of new residents would not exceed what was already anticipated and accounted for in the growth

projections of the General Plan and Connect SoCal 2024. These regional growth projections take into account the need for recreational services to accommodate projected growth.

Land dedication for new parkland is created through the Quimby Act (California Government Code Section 66477) which requires the dedication of land and/or fees for park and recreational purposes as a condition of approval of a tentative map or parcel map (City of Menifee 2013a). New developments that include a tentative map or parcel map, such as the project, are required to pay fees, dedicate land, or both, to the City for park and recreation purposes in accordance with the Quimby Act. Therefore, with the payment of Quimby fees, project implementation would not require the construction or expansion of recreational facilities which might otherwise have an adverse physical effect on the environment. This impact would be less than significant.

e) Less-Than-Significant Impact. There are two libraries located within the City: the Menifee Valley Campus Library, located at 28237 La Piedra Road, approximately 4.7 miles (driving distance) northeast of the project site, and the Menifee Library, located at 28798 La Piedra Road, approximately 4.8 miles (driving distance) northeast of the project site. The project's development would lead to an increase of approximately 112 new residents in the City which may result in an increase in demand for library services. However, City and County tax revenues generated from new businesses as well as new residential housing, such as the proposed project, would contribute toward the financing of additional library space and would offset the project-related demand on existing library services. Payment of these taxes would ensure that adequate library services would be provided to the project. This impact would be less than significant.

Cumulative Impacts

Not Cumulatively Considerable.

Fire Protection

As identified above, the project would pay the required DIF to offset the project's demand on existing fire services. These DIF would be paid at the time the certificate of occupancy is issued or upon final inspection. Payment of DIF would ultimately reduce fire services impacts, as would complying with the requirements of the California Fire Code as adopted in Chapter 8.20 of the MMC. Therefore, for these reasons, the project's contribution to cumulative fire protection services impacts would not be cumulatively considerable.

Police Protection

As with fire protection services, the project would also be required to pay DIF to offset the project's demand on existing police protection services, which would be utilized to fund the construction of additional personnel, police equipment, and facilities in order to provide adequate services and response times. The payment of these DIF would ensure that the project's contribution to cumulative police protection services impacts would not be cumulatively considerable.

Schools

To accommodate continued growth in its school district, the PUHSD has identified the need to construct a third high school on the southeast corner of Leon Road and Wickerd Road, about 1 mile southeast of the City boundary. As with fire and police protection services, the project is also subject to DIF regarding school services, pursuant to Senate Bill 50. Payment of DIF for schools would reduce the impact of the project's demand on school facilities resulting from increased enrollment and ensure that the project's introduction of 23 new students into the MUSD and PUHSD would have a less-than-significant impact.

Parks

As discussed above, City and County tax revenues generated from new businesses as well as new residential housing, such as the proposed project, would contribute toward the financing of additional library space and would offset the project-related demand on existing library services. The project would pay the required Quimby Fees, which would reduce the project's impact on parks. Therefore, the project's contribution to cumulative parks and recreation impacts would not be cumulatively considerable.

XV. PUBLIC SERVICES

Libraries

As discussed in this section, City and county tax revenues generated by new residential housing, such as the project, as well as by new businesses would contribute to financing additional library services and would offset project-related demand on existing services. Payment of these City and county taxes would ensure that projects are provided with adequate library services. Therefore, with the payment of these taxes, the project's contribution to cumulative park impacts would not be cumulatively considerable.

Mitigation Measures:

No mitigation measures are required.

XVI. RECREATION

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

Sources: City of Menifee General Plan Draft EIR, Section 5.15 Recreation (City of Menifee 2013a); City Parks and Recreation Facilities (City of Menifee 2024d).

Applicable General Plan Policies:

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

Analysis of Project Effect and Determination of Significance:

a) Less-Than-Significant Impact. The project would introduce new residents and lead to an increase in population compared to existing conditions, which may result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. However, the project's proposed residential uses are consistent with the underlying Low Density Residential 2 zoning of the project site, and as such, the introduction of new residents would not exceed what was already anticipated and accounted for in the General Plan's growth projections. In addition, the following recreational facilities are located within 2 miles of the project site: the Kay Ceniceros Senior Center, located at 29995 Evans Road, approximately 2 miles northwest of the project site; the Lyle Marsh Park, located at 27050 School Park Drive, approximately 1.4 miles north of the project site; Mayfield Park, located at 26410 Rim Creek Path, approximately 1.8 miles northwest of the project site; Hidden Hills Park, located at 31727 Eaton Lane, approximately 0.8 mile west of the project site; the Central Park, located at 30268 Civic Plaza Drive, approximately 1.5 miles northeast of the project site; the Quartz Ranch Park, located at 30601 Evans Road, approximately 1.4 miles northwest of the project site; Automn Breeze Park, located at Autumn Lane and Corderro Lane, approximately 1.3 miles east of the project site; Hidden Meadows Park, located at 31389 Highland Court, approximately 1.8 miles northeast of the project site; the Wheatfield Park and Menifee Gym and Community Center, located at Menifee Road and La Piedra Lane, approximately 1.9 miles northeast of the project site; the Menifee South Tot Lot, located at Feather Creek and Eickhoff Drive, approximately 1.3 miles east of the project site; Mosaic Park, located at Tupelo Road and Teal Gate Lane, approximately 1.1 miles east of the project site; the Rolling Hills Park, located at Pacific Bluff Street, approximately 1.7 miles east of the project site; and Lago Vista Park, located at 29100 Holland Road, approximately 2 miles northeast of the project site (City of Menifee 2024d).

The dedication of parkland is due to the Quimby Act (California Government Code Section 66477) which requires the dedication of land and/or fees for park and recreational purposes as a condition of approval of a tentative map or parcel map (City of Menifee 2013a). New development that includes a tentative map or parcel map, such as the project, is required to pay fees, dedicate land, or both, to the City for park and recreation purposes in accordance with the Quimby Act. Therefore, in addition to numerous existing parks located within close vicinity of the project site, with the payment of Quimby fees, the project implementation would not result in the use of existing recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. This impact would be less than significant.

b) Less-Than-Significant Impact. As previously discussed, the with the continued payment and/or land dedication under the Quimby Act, General Plan buildout, including the project, development of park facilities would keep pace with the anticipated increase in population with the continuation of land dedication and/or

payment of Quimby fees. New development that includes a tentative map or parcel map, such as the project, are required to pay fees, dedicate land, or both, to the City for park and recreation purposes in accordance with the Quimby Act. Therefore, with the payment of Quimby fees, the project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. This impact would be less than significant.

Cumulative Impacts

Not Cumulatively Considerable. As previously discussed in this section, while the project would introduce approximately 112 new residents to the City, the proposed residential development would be consistent with project site's underlying zoning, local growth projections in the General Plan Housing Element, and regional growth projections in Connect SoCal 2024, and therefore would not add new residents beyond what was already anticipated in the growth of the City and region. Further, the project would be required to pay Quimby Fees to offset the project's demand on parks. For these reasons, the project's contribution to a cumulative recreation impact would not be cumulatively considerable.

Mitigation Measures:

No mitigation measures would be required.

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:

City of Menifee General Plan, Circulation Element (City of Menifee 2013e); Riverside Transit Agency Ride Guide (RTA 2024); OPR Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018); City of Menifee Active Transportation Plan (City of Menifee 2020); City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (City of Menifee 2022b); Traffic Scoping Report (LLG Engineers 2024), included as Appendix H; City of Menifee Road Improvement Standards and Specifications (City of Menifee 2019).

Applicable General Plan Policies:

- **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-1.5:** Minimize idling times and vehicle miles traveled [VMT] to conserve resources, protect air quality, and limit greenhouse gas emissions.
- **Policy C-2.1:** Require on- and off-street pathways to:
  - Comply with federal, state, and local design and safety standards.
  - Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
  - Be compatible with the streetscape and surrounding land uses.
  - Be maintained in accordance with best practices.
- **Policy C-2.2:** Provide off-street multipurpose trails and on-street bike lanes as our primary paths of citywide travel and explore the shared use of low speed roadways for connectivity wherever it is safe to do so.
- **Policy C-2.3:** Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.
- **Policy C-2.4:** Explore opportunities to expand the pedestrian and bicycle networks; this includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options.
- **Policy C-3.2:** Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.

XVII. TRANSPORTATION

Analysis of Project Effect and Determination of Significance:

a) Less-Than-Significant Impact.

Roadway Network: As a condition of approval, implementation of the project would require the widening of Garbani Road located along the southern frontage of the project site. Additionally, the project would include construction of ingress/egress driveways along Tupelo Road and Linda Lee Road that would allow access to the project site. All modified and newly constructed roads (i.e., Brookside Road and A Street) would be designed and constructed in accordance with City Road Improvement Standards and Specifications. Additionally, the project would be subject to review by City staff to ensure design and safety standards are met. Therefore, the project would not conflict with any plans or policies related to the roadway network.

Transit: The Riverside Transit Agency (RTA) provides transit services in western Riverside County. There is no existing bus service provided within 0.5 miles of the project site. The closest bus stop is served by RTA Route 61 and is located along Antelope Road, approximately 1.3 miles northeast of the project site (RTA 2024). The General Plan proposes potential future on-road transit service throughout the County with the closest on-road transit route located along Craig Avenue, approximately 0.25 miles north of the project site (City of Menifee 2013a). Therefore, the project would not result in modifications to existing transit facilities or interfere with the implementation of planned facilities contained in adopted programs, plans, policies, or ordinances. However, the project would result in residential growth, which could generate additional demand for transit facilities and services. According to the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory), when evaluating impacts to multimodal transportation networks, the addition of new transit users should not be treated as an adverse impact (OPR 2018). Additionally, while there is capacity on the existing transit system to accommodate demand, future implementation of on-road transit services in the surrounding area would also provide increased benefits to transit users. For these reasons, the project would not disrupt existing or planned transit facilities and services and would not conflict with adopted City plans, guidelines, policies, or standards related to transit.

Bicycle and Pedestrian Facilities: As of 2020, the City of Menifee had approximately 16.5 miles of bicycle facilities including 2.9 miles of Class I bicycle paths and 13.5 miles of Class II bicycle lanes (City of Menifee 2020). There are no bicycle facilities within approximately 0.75 miles of the project site; however, there is a sidewalk along the eastern side of Linda Lee Drive approximately 30 feet east of the project site. Additionally, the City Active Transportation Plan proposes Class III bicycle routes along Garbani Road, and a Community Hiking / Biking Trail route along Tupelo Road within the vicinity of the project site (City of Menifee 2020: Figure 4-1). Implementation of the project would not interfere with these proposed bicycle routes. Additionally, the project would include the implementation of sidewalks along Garbani Road, Tupelo Road, and Linda Lee Drive. By providing these pedestrian facilities, the project is consistent with City General Plan Policy C-2.3 which requires walkways to promote safe and convenient travel between residential areas, and Policy C-2.4 which promotes the expansion of pedestrian networks. For these reasons, the project would not conflict with planned bicycle facilities or any adopted City nonauto plans, guidelines, policies, or standards.

Summary: Implementation of the project would not damage or adversely affect any existing or planned transit, pedestrian, or bicycle facilities. The project would include the construction of enhanced pedestrian facilities, consistent with the goals and policies in the City General Plan. For these reasons, the project would not conflict with a program, plan, ordinance, or policy addressing roadway, transit, bicycle, or pedestrian facilities. This impact would be less than significant.

b) Less-Than-Significant Impact. Senate Bill 743, passed in 2013, required OPR to develop new State CEQA guidelines that address traffic metrics under CEQA. In December of 2018, OPR published the most recent version of the Technical Advisory which provides guidance for VMT analysis. Based on the Technical Advisory, the City of Menifee developed and adopted the *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled* (City TIA Guidelines) which includes guidelines and screening tools for analyzing the potential transportation impacts of proposed development projects (City of Menifee 2022b). The City TIA Guidelines include screening criteria that can be used to identify when a proposed land use project would result in a less-than-significant impact without conducting a more detailed project-level assessment. Per the

City TIA Guidelines, residential projects located within a low VMT-generating area are presumed to result in a less-than-significant impact (City of Menifee 2022b: 11). The Western Riverside Council of Governments VMT screening tool is used to identify if a project is located within a low VMT-generating area, and based on the screening tool results, the project site is located within a low VMT generating area. Additionally, the project was shown to generate 29.4 VMT per service population which is below the County's VMT per service population of 33.6 VMT per service population (i.e., City of Menifee threshold) (City of Menifee 2022b: 15; LLG Engineers 2024). Additionally, as required by the City TIA Guidelines, the project would be consistent with the General Plan land use designation and zoning for the project site (i.e. LDR-2 low density residential [8,624 square feet] and 4.44 dwelling unit/acre residential, respectively). Therefore, this impact would be less than significant.

c) Less-Than-Significant Impact. As a condition on approval, the project would include the widening of Garbani Road, south of the project site, as well as the widening of Tupelo Road, north of the project site. The project would also involve the construction of a new internal north-south roadway (i.e., Brookside Road) that would travel from Tupelo Road to the southern end of the project site as well as a new internal east-west roadway (i.e., A Street) that would connect Brookside Road with Linda Lee Drive, to the east of the project site (see Exhibit 5). The project contractor would be required to obtain an encroachment permit from the City for any construction work that would occur within the public right-of-way. Per the City Standard Specifications, a TCP would be developed and submitted for review and approval by the City Engineering Department prior to the commencement of any construction within the public right-of-way (City of Menifee 2019: 124). The TCP would be required to demonstrate appropriate traffic handling during construction activities that could affect the traveling public. Therefore, the project would not substantially increase transportation related hazards during construction activities.

As detailed above, project implementation would include the construction of new roadways within the project site and modification of existing roadways. All new roadways and access improvements would be subject to and designed in accordance with City roadway improvement standard specifications to allow for the safe movement of all modes of transportation. Additionally, the project plans would be subject to review by the City to ensure that applicable design standards and regulations are met to minimize transportation hazards during project operations. For these reasons, the project would not substantially increase hazards due to a design feature or incompatible uses. This impact would be less than significant.

d) Less-Than-Significant Impact. The project would be required to adhere to all City policies including those in the City General Plan. General Plan Policy C-1.1 requires that roadways comply with federal, state, and local design and safety standards. The project would comply with the 2022 California Fire Code, as adopted in Section 8.20.010 of the City Municipal Code. Chapter 33 of the California Fire Code outlines general fire safety precautions that are intended to maintain required levels of fire protection and promote prompt responses to fire emergencies during project construction. Section 3311.1 of the California Fire Code requires that approved vehicle access be provided to all construction sites. Section 7-10.1.2 of the City Standard Specifications requires that emergency vehicle access to the project site be maintained at all times (City of Menifee 2019:121). The project would be required to adhere to these regulations, and all other applicable requirements included in the California Fire Code and City Municipal Code during project construction and operation. Additionally, as detailed above, the project would be required to prepare a TCP prior to construction. All new and modified roadways would be designed in accordance with the City Street Design Requirements which would ensure that adequate emergency access is provided on the project site. Furthermore, project plans would be subject to review by the Menifee Fire Department, therefore, ensuring that adequate emergency access is provided to and through the project site. For these reasons, this impact would be less than significant.

Cumulative Impacts

Less-Than-Significant Impact.

Transit Service and Facilities, Bicycle Facilities, and Pedestrian Facilities

The project would include the construction of new pedestrian facilities, thus enhancing the pedestrian network within the vicinity of the project site. The project would be subject to and comply with City General Plan policies applicable to transit, bicycle, and pedestrian facilities and would not adversely affect any such existing or proposed facilities. Other development projects within the vicinity of the project site would be subject to individual environmental analyses and would be required to comply with applicable policies and standards related to transit, bicycle, and pedestrian facilities. For these reasons, cumulative impacts would be less than significant.

Vehicle Miles Traveled

The project site is located within a low-VMT impact area. Per the City TIA Guidelines, a project would result in a significant project-generated VMT impact if the cumulative project-generated VMT exceeds the County of Riverside General Plan Buildout VMT per service population. As detailed above, the project would not exceed County VMT thresholds at the project level. Per the OPR Technical Advisory, a project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would not result in a cumulative impact (OPR 2018: 6). Therefore, because the project is below the applicable VMT threshold and is aligned with long-term City environmental goals and plans, this impact would not be cumulatively considerable. Cumulative impacts would be less than significant.

Transportation Hazards

Cumulative impacts related to transportation hazards could occur if other future planned construction activities were to take place within the vicinity of the project site. Other projects would be required to comply with City standards and demonstrate to City staff that they would not contribute to construction-related transportation impacts, thus minimizing the potential for cumulative transportation-related hazards. The project would also implement a TCP to demonstrate appropriate traffic control measures to be used during construction activities. For these reasons, the project's contribution to a cumulative impact related to transportation hazards or incompatible uses would not be cumulatively considerable. Cumulative impacts would be less than significant.

Emergency Access

Cumulative impacts associated with emergency access are primarily a localized effect. As such, the projects with the potential to result in a significant cumulative impact associated with emergency access would be the projects located in the vicinity of the project site. Given that all cumulative projects within the vicinity of the project site would also need to demonstrate to the City that they would not impede emergency access during project construction or operations, the project would not result in a cumulatively considerable impact to emergency access. Cumulative impacts would be less than significant.

Mitigation Measures:

No mitigation measures are required.

XVIII. TRIBAL CULTURAL RESOURCES

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

Sources: Phase I Cultural Resources Assessment for the Garbani North (TTM 38683) Project, prepared by BFSA Environmental Services February 9, 2024, included as Appendix C.

The City sent consultation notification letters via certified mail to Native American groups geographically and culturally affiliated with the Project Site on March 31, 2023. The Pechanga Band of Luiseño Mission Indians, Soboba Band of Luiseño Indians, Rincon Band of Luiseño Indians, and Agua Caliente Band of Cahuilla Indians were notified. Per AB 52, tribal governments have 30 days to respond to the City's request for consultation. All four tribes responded and indicated that the project site is located within their tribal Traditional Use Area. Tribal representatives from the Agua Caliente Band of Cahuilla Indians. Pechanga Band of Luiseño Mission Indians, and Soboba Band of Luiseño Indians requested consultations with the City. The City consulted with the Pechanga Band of Luiseño Mission Indians on October 15, 2024, November 21, 2024, and with the Soboba Band of Luiseño Indians on October 15, 2024. The City also consulted with the Agua Caliente Band of Cahuilla Indians on September 12, 2024.

Applicable General Plan Policies:

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

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant with Mitigation Incorporated. As outlined in Section V, Cultural Resources, above, there is one identified archaeological resource onsite, and although no associated artifacts were found and previous development onsite impacted the resource's integrity to a point that it could no longer be considered eligible for the California Register of Historic Resources (CRHR), its presence onsite and that of 43 other identified areas within one mile of the project site with identified historic resources makes the potential for inadvertent discovery of unknown tribal cultural resources during grading activities possible. The City of Menifee is working with the tribes that requested consultation to relocate the onsite archaeological resource to an agreed to onsite location for preservation. Mitigation Measure TCR-1 would ensure that any potentially present tribal cultural resources onsite would be properly handled with the presence of a tribal cultural resources monitor during grading activities. This impact would be less than significant with mitigation incorporated.

b) Less Than Significant with Mitigation Incorporated. As previously stated, although there were no artifacts encountered during the field survey of the project site, there was one historic resource identified

onsite, which, due to previous development onsite, had been impacted to the point that it could no longer be eligible as a historic resource. Nevertheless, the resource's presence onsite and that of 43 other identified areas within one mile of the project site with identified historic resources makes the potential for inadvertent discovery of unknown tribal cultural resources during grading activities possible. Mitigation Measure TCR-1 would ensure that any potentially present tribal cultural resources onsite would be properly handled with the presence of a tribal cultural resources monitor during grading activities. This impact would be less than significant with mitigation incorporated.

Cumulative Impacts

Not Cumulatively Considerable. Within the cumulative context, impacts to tribal cultural resources are considered to be highly site specific, as potential discovery of resources would be limited to land within the boundaries of the project site where construction activities would occur. In addition, with the implementation of MM-TCR-1, the project's specific impacts to tribal cultural resources would be reduced to a less-than-significant impact. Likewise, other cumulative projects in the vicinity of the project site would also be required to assess their potential to impact tribal cultural resources, and, as needed, implement all feasible mitigation measures to reduce impacts of potential inadvertent discovery. For these reasons, the project's contribution to a cumulative impact related to tribal cultural resources would not be cumulatively considerable.

Mitigation Measures:

The following mitigation measures shall be incorporated into the project:

MM-TCR-1: **Retain Tribal Monitor.** Prior to the issuance of grading permits for a project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the relevant Native American tribes to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Menifee and the tribal representative(s) to develop a monitoring program that addresses the designation, responsibilities, and participation of tribal monitors during grading activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Menifee shall be the final arbiter of the conditions for projects within the City's jurisdiction.

XIX. UTILITIES AND SERVICE SYSTEMS

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

Sources: California Department of Resources Recycling and Recovery, Solid Waste Information System Site Search (CalRecycle 2024a); CalRecycle Estimated Solid Waste Generation Rates (CalRecycle 2024b); City of Menifee Amended Franchise Agreement with WMI Solid Waste Services (City of Menifee 2020); Eastern Municipal Water District, Sanitary Sewer System Planning & Design Principles (EMWD 2006); EMWD Water Filtration Plants (EMWD 2016); EMWD 2020 UWMP (EMWD 2021a); EMWD Perris Valley Regional Water Reclamation Facility (EMWD 2021b); EMWD Development Services Department & Facility Design Guidelines (EMWD 2023); EMWD Our Services Website (EMWD 2024a); EMWD Residential Water Budgets and Rates Website (EMWD 2024b); Southern California Edison, Power Site Search Tool, (SCE 2024).

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-3.4:** Require the 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.
- **OSC-7:** Water. A reliable and safe water supply that effectively meets current and future user demands.

Analysis of Project Effect and Determination of Significance:

a) Less-Than-Significant Impact.

Water Services

The City, including the project site, is located within the water service boundary of the Eastern Municipal Water District (EMWD), which provides potable water, recycled water, and wastewater services to nearly one million people living and working within a 601-square mile service area in western Riverside County and northern San Diego County. EMWD is California's sixth-largest retail water agency (EMWD 2024a). EMWD's potable drinking water supply comes from imported water supplies from the Metropolitan Water District of Southern California (Metropolitan) through the Colorado River Aqueduct and its connections to the State Water Project, and also received potable water supplies from groundwater management and desalination efforts (EMWD 2024a). According to the 2020 EMWD Urban Water Management Plan (2020 UWMP), EMWD has four sources of water supply: imported water from Metropolitan, local groundwater, desalinated groundwater, and recycled water. About half of the water supplied from EMWD is important from Metropolitan, but through the implementation of local supply projects and increase water use efficiency, EMWD has been able to maintain a balance of local and imported water even as new connections have been added (EMWD 2021a).

EMWD owns and operates two filtration plants that filter the raw imported water from Metropolitan, the Perris Water Filtration Plant (PWFP) and the Hemet Water Filtration Plant (HWFP) (EMWD 2021a). The Perris Water Filtration Plant has a capacity of approximately 24 million gallons per day, and the Hemet Water Filtration Plant has a capacity of 12 million gallons per day (EMWD 2016), for a total of 36 million gallons per day (mgd). The EMWD assigns a water budget for residential customers of 55 gallons per person per day, which is based on efficiency standards set by state law as well as water for the irrigated areas of homes (landscaping) (EMWD 2024b).

The project would construct 39 single-family dwelling units which would generate approximately 112 new residents. The project would therefore create a water demand of approximately 6,160 gallons of water consumed per capita (i.e., per person per day). This amount would represent 0.017 percent of EMWD's total daily water filtration plant capacity of 36 mgd between the PWFP and HWFP. Therefore, the project's estimated water demand would be well within the EMWD's existing capacity. New water extensions would be required from the project site to connect to the water utility line along Tupelo Road and Linda Lee Drive. Construction of utility connections would be temporary in nature, located within the existing right-of-way where connections are anticipated to occur as a result of new development, and would not have the potential to permanently disrupt water services to the surrounding area. Further, the project's design would be required to comply with the EMWD Water Efficient Guidelines as well as Chapter 15.05, Landscape Water Use Efficiency Requirements, of the MMC, which would further reduce project impacts to water services. Therefore, implementation of the project would not require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects. This impact would be less than significant.

Wastewater/Sewer Services

EMWD also provides wastewater services to the City. EMWD provides wastewater services to approximately 280,000 customers within its service area and currently treats approximately 49 million gallons per day of wastewater at its four active regional water reclamation facilities through 1,813 miles of sewer pipelines (EMWD 2024a). EMWD has four active regional water reclamation facilities, the San Jacinto Valley Regional Water Reclamation Facility, the Moreno Valley Regional Water Reclamation Facility, the Perris Valley Regional Water Reclamation Facility, the Sun City Regional Water Reclamation Facility, and the Temecula Valley Regional Water Reclamation Facility, which together treat approximately 49 million gallons of wastewater every day (EMWD 2024a).

More specifically, the Perris Valley Regional Water Reclamation Facility (PVRWRF) is the largest of the four operating plants and provides wastewater services to the City. Original capacity for the PVRWRF was 14 mgd and typical daily flows were 12 mgd. In March 2014, the EMWD completed the most recent expansion of the PVRWRF, which increased its capacity to 22 mgd and typical daily flows of 15.5 mgd (EMWD 2021b). With an ultimate capacity of 100 mgd, the facility is poised to meet the current and future demands of the region (EMWD 2021b). Further, the most recent expansion in March 2014 allows EMWD not only to meet the

projected demands of anticipated development in the region, but also to meet more stringent environmental requirements for wastewater treatment and recycled water quality (EMWD 2021b).

The EMWD has previously used wastewater generation rates for Low Density Residential (LDR) uses approximating 105 gpd per capita (EMWD 2006). As the project would generate approximately 112 new residents, this would lead to a wastewater generation of approximately 11,760 gpd per capita. This represents approximately 0.015 percent of the total daily capacity of EMWD's 78 million gpd (mgd) current treatment capacity and 0.027 percent of the 43 mgd average capacity of EMWD's facilities (EMWD 2006). Therefore, the increase in the daily wastewater generated by the project's proposed low density residential development would be well within the capacity of existing wastewater infrastructure. Further, the project would be required to comply with the EMWD's New Development Process, which includes the completion of a sewer capacity study to ensure adequate capacity exists to treat the anticipated wastewater to be generated by the project (EMWD 2023). New wastewater extensions would be required from the project site to connect to the existing wastewater utility line along Tupelo Road and Linda Lee Drive. Construction of utility connections to these wastewater lines would be temporary in nature, located within the existing right-of-way where connections are anticipated to occur as a result of new development, and would not have the potential to permanently disrupt wastewater services to the surrounding area. Therefore, implementation of the project would not require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects. This impact would be less than significant.

Stormwater Drainage

As discussed previously under Section X, Hydrology and Water Quality, all construction activities would be required to comply with Chapter 7.90, Grading Regulations, Chapter 15.01, Storm Water/Urban Runoff, and Chapter 15.04, Landscape Water Use Efficiency Requirements, of the MMC. In addition, construction would be required to comply with the Construction General Permit and the MS4 Permit. The preliminary Hydrology Report (Appendix F) determined that construction and operation of the project would not significantly alter the existing drainage pattern of the project site, which would be designed to first internally capture and absorb stormwater (including regular surface runoff) onsite through bioretention before discharging it into the proposed storm drainage system, which itself would be built to the specifications and size of a 100-year peak flowrate occurrence. Adherence to regulatory compliance would ensure that construction and operation of the project would not result in the relocation or construction of new or expanded stormwater facilities, the construction or relocation of which could cause significant environmental effects. This impact would be less than significant. See section X, Hydrology and Water Quality, for more information regarding stormwater drainage.

Electricity Services

Southern California Edison (SCE) provides electricity to the City and operates at least three substations, and an existing transmission line runs along Tupelo Road and Garbani Road (SCE 2024). The project would connect to the existing SCE line along Tupelo Road, which would enable electricity service onsite. The project would require new electrical extensions to connect to the existing transmission lines. Construction of utility connections to these electrical lines would be temporary in nature, located within the existing right-of-way where connections are anticipated to occur as a result of new development, and would not have the potential to permanently disrupt electrical services to the surrounding area. The project's electrical consumption would be typical of residential projects of this size and type, such as the existing residential housing development across Linda Lee Drive east of the project site and is not anticipated to significantly affect SCE's power supply of electrical services. Further, the project would be required to comply with the 2022 California Electrical Code, as published by the State Building Standards Commission, and codified in Chapter 8.08, Electrical Code, of the MMC. This would ensure that operation of the project would adhere to current building standards and would minimize impacts to electricity services. Therefore, implementation of the project would not require or result in the relocation or construction of new or expanded electrical facilities, the construction or relocation of which could cause significant environmental effects. This impact would be less than significant.

Natural Gas Services

SoCalGas Company provides natural gas services to the City through transmission lines under the rights-of-way of existing streets. The project would connect to the existing SoCalGas transmission lines located in Tupelo Road, which would enable natural gas service onsite. The project would require new extensions to connect to the existing transmission lines. Construction of utility connections to these natural gas transmission lines would be temporary in nature, located within the existing right-of-way where connections are anticipated to occur as a result of new development, and would not have the potential to permanently disrupt natural gas services to the surrounding area. The project's natural gas consumption would be typical of residential projects of this size and type, such as the existing residential housing development across Linda Lee Drive east of the project site, and is not anticipated to significantly affect SoCalGas's supply of natural gas services. Further, the project would be required to comply with the 2022 California Building Code (CBC), as published by the State Building Standards Commission, and codified in Chapter 8.04, Building Code, of the MMC. This would ensure that operation of the project would adhere to current building standards and would minimize impacts to natural gas services. Therefore, implementation of the project would not require or result in the relocation or construction of new or expanded electrical facilities, the construction or relocation of which could cause significant environmental effects. This impact would be less than significant.

Telecommunication Services

Spectrum and Frontier provide internet cable services to the City and AT&T, Verizon, and T-Mobile provide phone services. The project site would require connection to the telecommunication line within the existing right-of-way along Tupelo Road. Construction of utility connections to the telecommunication line would be temporary in nature, located within the existing right-of-way where connections are anticipated to occur as a result of new development, and would not have the potential to permanently disrupt telecommunication services to the surrounding area. Further, the project would be required to comply with the CBC, as published by the State Building Standards Commission, and codified in Chapter 8.04, Building Code, of the MMC. This would ensure that operation of the project would adhere to current building standards and would minimize impacts to telecommunication services. Therefore, implementation of the project would not require or result in the relocation or construction of new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects. This impact would be less than significant.

b) Less-Than-Significant Impact. As discussed above under question XIX(a), the EMWD assigns a water budget for residential customers of 55 gallons per person per day, which is based on efficiency standards set by state law as well as water for the irrigated areas of homes (landscaping) (EMWD 2024b). The project would generate approximately 112 new residents and would therefore generate a water demand of approximately 6,160 gpd per capita. This amount would represent 0.017 percent of EMWD's total daily water filtration plant capacity of providing 36 mgd, and therefore, the project's estimated water demand would be within the EMWD's existing capacity during normal years.

Regarding dry and multiple dry years, EMWD relies on its 2020 UWMP to evaluate the reliability of imported supplies and the amount of imported water that will be available in EMWD's service area during normal, single dry, and multiple dry water year periods (EMWD 2021a). To that end, Chapter 7, Water Service Reliability and Drought Risk Assessment, of the 2020 UWMP analyzes a comparison of EMWD's expected supplies and demands during normal, single dry, and multiple dry years. As concluded in the 2020 UWMP, Metropolitan, which supplies EMWD with approximately half of its water, has sufficient supply capabilities to meet the expected demands of its member agencies from 2020 through 2045 under normal, historic single-dry, and historic multiple dry year conditions (EMWD 2021a). Regarding the remaining half of water supplied to EMWD, which includes groundwater and desalinated groundwater supply, EMWD is reducing production of native groundwater and using imported water (from Metropolitan) to supplement natural recharge in an effort to improve groundwater reliability. This increase in imported water from Metropolitan is accounted for within the projections and estimations of the 2020 UWMP, and therefore, as it was concluded that Metropolitan would have sufficient supplies during normal, single dry, and multiple dry years, EMWD would have sufficient supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. This impact would be less than significant.

c) Less-Than-Significant Impact. As discussed above under question XIX(a), the EMWD has previously used wastewater generation rates for Low Density Residential (LDR) uses of approximately 105 gpd per capita (EMWD 2006). The project would generate approximately 112 new residents and therefore would generate a wastewater demand of approximately 11,760 gpd per capita. This represents approximately 0.015 percent of EMWD's total daily water treatment capacity of 78 mgd and 0.027 percent of the 43 mgd average daily treatment capacity (EMWD 2006). Therefore, the increase in the daily wastewater generated by the project's proposed low density residential development would be well within the capacity of existing wastewater infrastructure. The project, as proposed, would not have a significant impact on existing wastewater capacity. In addition, the project would be required to comply with the EMWD's New Development Process, which includes the completion of a sewer capacity study to ensure adequate capacity exists to treat the anticipated wastewater to be generated by the project (EMWD 2023). Adherence to EMWD sewer study requirements would further ensure that the project would not result in a significant impact to wastewater services. This impact would be less than significant.

d) Less-Than-Significant Impact.

Solid Waste Services

Solid waste in the City is collected by Waste Management, Inc. (WMI). Within the franchise agreement between the City and WMI, there are three landfills utilized for solid waste disposal: the Badlands Landfill, Lamb Canyon Landfill, and El Sobrante Landfill (City of Menifee 2020). Within the City, however, more than 99 percent of the solid waste travels to El Sobrante Landfill, located in unincorporated Riverside County south of the City of Corona, and Badlands Landfill, located near the City of Moreno Valley. Because the project site is undeveloped, no demolition of structures is required. The project site would be graded to modify the existing topography in order to ensure the proper base and slope for building foundations and to construct the proposed internal roadways. In accordance with Section 5.408 of the California Green Building Standards Code (CALGreen 2022), the project would implement a Construction Waste Management Plan for recycling and/or salvaging for reuse of a minimum of 65 percent of nonhazardous construction and demolition debris. Table XIX-I shows information about the capacities of both the El Sobrante Landfill and the Badlands Landfill.

Table XIX-I
Current Landfill Capacity

Landfill	Location	Max. Permitted Throughput (tpd)	Max. Permitted Capacity (cy)	Remaining Capacity (cy)	Closure Date
El Sobrante Landfill	Unincorporated, south of Corona	16,054	209,910,000	143,977,170	01/01/2051
Badlands Landfill	Moreno Valley	5,000	82,300,000	7,800,000	01/01/2059

Notes: tpd = tons per day; cy = cubic yards

Source: CalRecycle 2024a.

As shown in Table XIX-I, under existing conditions, the El Sobrante Landfill is permitted to receive a maximum of 16,054 tons of solid waste per day (tpd), a maximum permitted capacity of 209,910,000 cubic yards (cy), and a remaining capacity of 142,977,170 cy (CalRecycle 2024a). It is anticipated that the El Sobrante Landfill will not close until January 2051. Under existing conditions, the Badlands Landfill is permitted to receive a maximum of 5,000 tpd of solid waste, a maximum permitted capacity of 82,300,000 cy, and a remaining capacity of 7,800,000 cy, with an estimated closure date of January 2059 (CalRecycle 2024a).

According to the California Department of Resources Recycling and Recovery's (CalRecycle) Estimated Solid Waste Generation Rates, residential development is estimated to produce 12.23 pounds of waste per household per day (CalRecycle 2024b). Therefore, since the project would generate 112 new residents, the project would produce approximately 1,370 pounds of solid waste per household per day (or 0.685 tpd). The total, 0.685 tpd, is less than 1 percent (approx. 0.004 percent) of the daily capacity of the El Sobrante Landfill of 16,054 tpd, and is less than 1 percent (approx. 0.014 percent) of the daily capacity of the Badlands Landfill of 5,000 tpd. Therefore, operation of the project would not lead to an exceedance in the capacity of either landfill. The project would be served by landfills with sufficient remaining capacity to accommodate the

project's solid waste disposal needs. In addition, the project would be required to comply with AB 341, SB 1374, Chapter 6.30, Solid Waste Disposal and Organic Waste Diversion, of the MMC, Chapter 6.40, Waste Reduction and Recycling Plan Requirements for Construction and Demolition Projects, of the MMC, and any other applicable state or local requirements pertaining to solid waste, construction waste diversion, and recycling. Therefore, the project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. This impact would be less than significant.

e) Less-Than-Significant Impact. Debris associated with construction would be required to comply with Section 5.408 of the California Green Building Standards Code (CALGreen), which would require the project to implement a Construction Waste Management Plan for recycling and/or salvaging for reuse a minimum of 65 percent of nonhazardous construction and demolition debris. During operation, the project would meet the state's requirement to divert 75 percent of its waste from landfills through reduction, reuse, and recycling through AB 341. In addition, the project would be required to comply with SB 1374, Chapter 6.30, Solid Waste Disposal and Organic Waste Diversion, of the MMC, Chapter 6.40, Waste Reduction and Recycling Plan Requirements for Construction and Demolition Projects, of the MMC, and any other applicable state or local requirements pertaining to solid waste, construction waste diversion, and recycling. Therefore, project implementation would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. This impact would be less than significant.

Cumulative Impacts

Not Cumulatively Considerable.

Water

Development of the project in combination with the cumulative projects would increase the demand of potable water within the City. However, as determined in the 2020 UWMP, there will be sufficient water supplies for the region through 2045. In addition, the project would generate a water demand that represents 0.017 percent of EMWD's total daily water demand. Therefore, the project's additional water demand is accounted for in the 2020 UWMP. Therefore, the project would not contribute to a cumulative impact related to water services and water demand of the construction or relocation of new or expanded water services. This impact would not be cumulatively considerable.

Wastewater/Sewer

Development of the project in combination with the cumulative projects would increase the demand for wastewater services within the City. However, the project would generate a wastewater demand that represents 0.015 percent of the total daily capacity of the EMWD's 78 million gpd treatment capacity and 0.027 percent of the 43 mgd average capacity of EMWD's facilities. Therefore, the project's additional water demand of less than 1 percent of EMWD's capacity to treat wastewater would not contribute to a cumulative impact related to demand for wastewater services or the construction or relocation of new or expanded wastewater services. This impact would not be cumulatively considerable.

Stormwater Drainage

Development of the project in combination with the cumulative projects would have the potential to increase impervious surfaces and urban runoff in the City. However, like the project, the cumulative projects would be subject to stormwater and urban runoff requirements and standards set by the MMC, as well as compliance with the Construction General Permit and the MS4 Permit if certain criteria are met. Further, the project's adherence to these regulatory compliance requirements would ensure that the project's construction and operation would not contribute to a cumulative impact related to stormwater drainage or the construction or relocation of new or expanded stormwater facilities. This impact would not be cumulatively considerable.

Electrical Services

Development of the project in combination with the cumulative projects would have the potential to increase the need for electrical services in the City. Similar to the project, the cumulative projects would be required to comply with the most recent version of the California Electrical Code and Chapter 8.08 of the MMC.

Compliance with the California Electrical Code would ensure that the project and cumulative projects would be built to the most efficient and up to date regulations regarding electrical installations. Adherence to these building standards would ensure that the project's incremental contribution to electrical services demand would be less than cumulatively considerable and would not require or result in the relocation or construction of new or expanded electrical facilities. This impact would not be cumulatively considerable.

Natural Gas

Development of the project in combination with the cumulative projects would have the potential to increase the need for natural gas services in the City. Similar to the project, the cumulative projects would be required to comply with the most recent version of the CBC, which is codified in Chapter 8.04 of the MMC. Compliance with the CBC would ensure that the project and cumulative projects would be built to the most efficient and up to date regulations regarding natural gas installations. Adherence to these building standards would ensure that the project's incremental contribution to natural gas demand would be less than cumulatively considerable and would not require or result in the relocation or construction of new or expanded natural gas facilities. This impact would not be cumulatively considerable.

Telecommunications

Development of the project in combination with the cumulative projects would have the potential to increase the use of telecommunications systems. All utility telecommunication connections would be constructed in accordance with applicable building codes and standards to ensure an adequately sized and properly constructed energy transmission/conveyance system. Any necessary connections for the project and cumulative projects would be constructed prior to occupancy and in a manner that would minimize the potential for utility service disruption of existing systems. Therefore, adherence to regulatory compliance would ensure that the project's incremental contribution to telecommunication demand would be less than cumulatively considerable and would not require or result in the relocation or construction of new or expanded telecommunications facilities. This impact would not be cumulatively considerable.

Solid Waste

Development of the project in combination with the cumulative projects would have the potential to increase demand for solid waste services. However, the project would generate solid waste that represents 0.014 percent of the daily capacity of the El Sobrante Landfill and approximately 0.014 percent of the daily capacity of the Badlands Landfill. Therefore, the project's additional solid waste demand of less than 1 percent of either landfill's solid waste disposal capacity would not contribute to a cumulative impact related to solid waste services or the construction or relocation of new or expanded solid waste services. This impact would not be cumulatively considerable.

Mitigation Measures:

No mitigation measures are required.

XX. WILDFIRE

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

Sources: California Department of Forestry and Fire Protection, Very High Fire Hazard Severity Zones in LRA (CAL FIRE 2009); City of Menifee Safety Element, Exhibits S-6, S-8, and S-9 (City of Menifee 2013a); Preliminary Water Quality Management Plan for Tentative Tract Map No. 38683 Residential Development, prepared by Blue Engineering and Consulting, in February 2023.

Applicable General Plan Policies:

S-4.1 Ensure all new development and/or redevelopment in the LRA and VHFHSZ will comply with the California Fire Code and California Building Code. All new development within the LRA Very High Fire Zone will comply with Chapter 49 of the California Fire Code and Chapter 7a of the California Building Code.

Analysis of Project Effect and Determination of Significance:

a) Less-Than-Significant Impact. The project site is not located within a State Responsibility Area (SRA). The project site is located within a Local Responsibility Area (LRA) where the City is responsible for the prevention and suppression of wildfire. According to the California Department of Forestry and Fire Protection (CAL FIRE) and the General Plan Safety Element, the project site is not located within a fire hazard severity zone within the LRA (CAL FIRE 2009, City of Menifee 2013a: Exhibit S-6 High Fire Hazard Areas, City of Menifee 2013a: Exhibit S-8: Very High Fire Hazard Severity Zones and Public Facilities). However, the parcels to the immediate south of the project site, across Garbani Road, are identified by CAL FIRE and the City as land classified as a Very High Fire Hazard Severity Zone within an LRA.

Exhibit S-9: Evacuation Routes, of the General Plan Safety Element does not identify any roads within the project site vicinity as evacuation routes. Tupelo Road, which borders the project site to the north, Linda Lee Drive, which borders the project site to the east, and Garbani Road, which borders the project site to the south, are not identified as evacuation routes in the City's General Plan Safety Element. Construction of the project would be confined to the boundaries of the project site. However, there is a potential for construction activities to result in temporary and/or partial road closures, but this would be temporary in nature and short-term in duration and would not be expected to impair or interfere with emergency response plans or evacuation plans with the submittal of a TCP. Approval of the TCP would ensure that if construction were to occur within the public right-of-way, construction activities would not prevent adequate emergency response or evacuation. In terms of operation, the project would be subject to the California Fire Code, as adopted by the MMC, Chapter

8.20, Fire Code. Therefore, implementation of the project would not substantially impair an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

b) Less-Than-Significant Impact. As noted above, the project site is not located within an SRA or LRA fire hazard severity zone. However, the parcels to the immediate south of the project site, across Garbani Road, are identified by CalFire and the City as land classified as a Very High Fire Hazard Severity Zone within an LRA.

The project site's existing conditions include vacant, undeveloped land. Development of the project site as a proposed low density residential development would increase wildfire risk. However, The project would be subject to, and required to comply with, the California Fire Code, as adopted by the MMC and codified in Chapter 8.20, Fire Code, which addresses fire emergency response and vehicular access, protection of water supplies, the locations of fire hydrants and outlets, and automatic sprinkler systems. Adherence to regulatory compliance would ensure that the project would not significantly exacerbate wildfire risks due to slope, prevailing winds, and other factors thereby exposing occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. This impact would be less than significant.

c) Less-Than-Significant Impact. As noted above, the project site is not located within an SRA or LRA fire hazard severity zone. However, the parcels to the immediate south of the project site, across Garbani Road, are identified by CAL FIRE and the City as land classified as a Very High Fire Hazard Severity Zone within an LRA. The project would include utility hookups to existing sewer lines that run underneath Tupelo Road; however, these hookups would not require the installation or maintenance of roads, fuel breaks, emergency water sources, power lines, or other utilities in existing wildfire zones, which might otherwise exacerbate existing wildfire risk or temporary or ongoing impacts to the environment. Therefore, the project would have a less-than-significant impact.

d) Less-Than-Significant Impact. As noted above, the project site is not located within an SRA or LRA fire hazard severity zone. However, the parcels to the immediate south of the project site, across Garbani Road, are identified by CAL FIRE and the City as land classified as a Very High Fire Hazard Severity Zone within an LRA.

Topographically, the project site has varying elevations and slopes from a higher elevation to the south to a lower elevation to the north. The total elevation range of the project site is approximately 1,490 to 1,530 feet above mean sea level. Regarding downslope or downstream flooding or landslides as a result of runoff, the project site is not located on land susceptible to landslides (City of Menifee 2013a: Figure 5.6-3 Seismic Hazard Areas), the project would include a Water Quality Management Plan. The WQMP would include permanent and operational source control measures, including landscape design that minimizes irrigation and surface runoff, promote surface infiltration where appropriate; where landscaped areas are used to retain or detain stormwater (such as Lot A), specify pants that are tolerant of saturated soil conditions; and select plants appropriate to the project site's soils, slopes, climate, run, wind, rain, land use, air movement, ecological consistency, and plant interactions. As discussed above, the project would also be subject to, and required to comply with, the California Fire Code, as adopted by the MMC and codified in Chapter 8.20, Fire Code, which addresses fire emergency response and vehicular access, the locations of fire hydrants and outlets, and automatic sprinkler systems. For these reasons, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes. The project would have a less-than-significant impact.

Cumulative Impacts

Less-Than-Significant Impact. The project is not located within land identified as a fire hazard severity zone in either an SRA or an LRA. In addition, no evacuation routes are identified along the roads adjacent to the project site or in the immediate vicinity. Further, through project design and implementation of the WQMP, the project would not significantly increase the project's site risk to downslope or downstream flooding or landslides, post-fire slope instability, or drainage changes. For these reasons, the project's contribution to a cumulative wildfire risk impact would be less than significant.

Mitigation Measures:
No mitigation measures are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

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

Analysis of Project Effect and Determination of Significance:

a) Less Than Significant with Mitigation Incorporated.

The proposed project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section I (Aesthetics) and would not result in excessive light or glare. The environmental analysis provided in Section III (Air Quality) concludes that impacts related to emissions of criteria pollutants and other air quality impacts will be less than significant.

The Project site is currently vacant with no improvements, however trees and natural vegetation is present. Several special-status plant and animal species have the potential to occur within the project site. Implementation of MM BIO-1 would require a pre-construction rare plant survey and (if present), application with CDFW for an incidental take permit, which would reduce the potential for impacts on special-status plant species to a less-than-significant level. Additionally, implementation of MM BIO-2, MM BIO-3, and MM BIO-4 would require pre-construction reptile pre-construction surveys, application for incidental take permit, raptor surveys, nesting bird surveys, and appropriate buffers around any located raptor or bird nests. MM BIO-5 would require surveys and avoidance strategies for burrowing owl, which would ensure avoidance of impacts to this species whether they are present during the nesting season or in overwintering burrows. MM BIO-6 would require surveys and avoidance strategies for Crotch's bumble bee, which would reduce the risk to this species, if it is present. Implementation of these mitigation measures would reduce this impact to a less-than-significant level.

Adverse impacts to historic, paleontological resources, or human remains will not occur with implementation of construction-phase mitigation to address any important archaeological resources are discovered during grading (MM-CUL-1 through MM-CUL-2). Mitigation Measure TCR-1 would ensure that any potentially present tribal cultural resources onsite would be properly handled with the presence of a tribal cultural

resources monitor during grading activities. Paleontological impacts are addressed by implementation of MM-PALEO-1 which would ensure that in the event of inadvertent discovery during construction, paleontological resources would be handled with the proper care to extract, evaluate, and catalogue paleontological resources according to established procedures. Impacts would be reduced to a less-than-significant level with mitigation incorporated.

Based on the preceding analysis of potential impacts in Sections I through XX, no evidence is presented that the project would degrade the quality of the environment. The City hereby finds that impacts related to degradation of the environment and cultural resources will be less than significant with implementation of the recommended mitigation measures.

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

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

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

Less-Than-Significant Impacts

The analysis found the following:

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

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

Less-than-Significant Impacts with Mitigation

The analysis found the following:

- Less than Significant With Incorporation of Mitigation Impacts would occur to Biological Resources, Cultural Resources, Geology and Soils, Noise, Tribal Cultural Resources.

These impacts have the potential for measurable impacts both on and off the site, and some may extend into the surrounding area including the region (e.g., air pollutant and GHG emissions). However, the analysis demonstrates these impacts can be reduced to less-than-significant levels through the implementation mitigation measures. These measures will help assure that not only project-level impacts are less than significant but that they will also not make any significant contributions to cumulatively considerable regional impacts.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

c) Less Than Significant with Mitigation Incorporated. Based on the analysis of the project's impacts in Sections I through XX, there is no indication that this Project will result in substantial adverse effects on human beings with implementation of the recommended mitigation measures. The analysis herein concludes that direct and indirect environmental impacts would require reduction through the implementation of the recommended mitigation measures to reduce them to less-than-significant levels. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings will be less than significant with mitigation incorporated.

Mitigation Measures:

See measures listed in individual analysis sections.

XXII. EARLIER ANALYSES

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

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