MENIFEE

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PLN23-0150 FITWELL HEALTH PROJECT

PUBLIC REVIEW DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

PREPARED FOR:

CITY OF MENIFEE

COMMUNITY DEVELOPMENT SERVICES

29844 Haun Road

Menifee, CA 92586

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DRAFT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

PLN23-0150 Fitwell Health Project

Lead Agency:

CITY OF MENIFEE
COMMUNITY DEVELOPMENT SERVICES
29844 Haun Road
Menifee, CA 92586
Contact: Fernando Herrera, Senior Planner
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August 2025

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1.0 Introduction

The PLN23-0150 Fitwell Health Project (herein referenced as the "project") proposes the two-phase construction of a multi-use building and an office building in addition to associated drainage improvements, landscaping, and site access across an 8.27-acre site at Assessor's Parcel Number (APN) 360-350-014, located west of Interstate 215 (I-215) and south of Garbani Road within the City of Menifee, California. Refer to Section 2.0, *Project Description* for more detail. Following a preliminary review of the proposed project, the City of Menifee (City) has determined that it is subject to the guidelines and statutes of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 Statutory Authority and Requirements

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

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

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

1.2 Purpose

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

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

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

1.3 Consultation

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

1.4 Incorporation by Reference

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

- *City of Menifee General Plan* (adopted December 18, 2013). The *City of Menifee General Plan* (General Plan) includes forecasts of long-term conditions and outlines development goals and policies. It guides growth and development within the City by designating land uses in the proposed land use map and through implementation of the goals and policies of the General Plan. It also provides a long-term vision for the City, and through its implementation goals and policies, indicate how that vision may be achieved over time. The General Plan includes the following elements: Land Use; Housing; Circulation; Open Space and Recreation; Community Design; Economic Development; Safety; and Noise. The Housing Element was last updated and integrated into the General Plan on December 15, 2021. The Land Use Element and Safety Element were last updated an integrated into the General Plan in January 2022. All development projects, including subdivisions, public works, redevelopment projects, zoning decisions, and other various implementation tools must be consistent with the General Plan.

- *City of Menifee General Plan Environmental Impact Report* (adopted December 18, 2013). The *City of Menifee General Plan Environmental Impact Report* (General Plan EIR) is intended to provide decision-makers and the public with information concerning the environmental effects of implementation of the General Plan. The General Plan EIR includes background data, analyzes potential environmental impacts, identifies General Plan policies and implementation plans that serve as mitigation, and identifies additional mitigation measures to reduce potentially significant effects due to implementation of the General Plan. The General Plan EIR determined that General Plan implementation would result in significant unavoidable environmental impacts in the following topic areas: Agricultural Resources, Air Quality, Greenhouse Gas Emissions, Noise, Transportation and Traffic.

- *Menifee Municipal Code* (current through Ordinance 2025-408, passed March 5, 2025). The *Menifee Municipal Code* (Municipal Code) provides regulations for governmental operations, development, infrastructure, public health and safety, and business operations within the City. Municipal Code Title 9, *Planning and Zoning* (Zoning Ordinance), is established to promote the public health, safety, peace, comfort, convenience, prosperity, and welfare of the City and its inhabitants. The Zoning Ordinance regulates the use of buildings, structures, and land for residential, commercial, industrial, and institutional purposes; regulates location, height, bulk, and area covered by buildings and structures; and controls lot size, yards, intensity of land use, signs, and off-street parking.

2.0 Project Description

2.1 Project Location

The City of Menifee (City) is located in the southwestern portion of the County of Riverside, within the Inland Empire region; refer to Exhibit 1, *Regional Vicinity*. Interstate 215 (I-215) bisects the City in a north-south orientation, and Newport Road traverses the City's central extent in an east-west orientation. The project site is approximately 8.27 acres and is located in the southern portion of the City at Assessor Parcel Number (APN) 360-350-014; refer to Exhibit 2, *Site Vicinity*. Specifically, the project site is located west of Interstate 215 (I-215), approximately 650 feet south of Garbani Road and 670 feet east of Haun Road. Regional access to the project site is provided via I-215. Local access is provided via Haun Road.

2.2 Environmental Setting

The project site consists of an undeveloped, vacant lot composed of disturbed habitat that is dominated by an agricultural land cover type. No native vegetation communities occur on the project site.

The project site has a relatively flat topography and is sloping gently to the northeast. According to the Phase I ESA, included as Appendix E, the elevation at the site ranges approximately 1,467 to 1,478 feet above mean sea level.

General Plan Land Use Designation and Zoning

The project site has a General Plan land use designation of Economic Development Corridor (EDC), which allows for a mixture of residential, commercial, office, civic, industrial, entertainment, educational, and/or recreational uses. The site has a zoning designation of Economic Development Corridor Community Core (EDC-CC), which allows for a mix of residential, commercial retail, commercial office, and business park uses.

Surrounding Land Uses

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

- *North*: An undeveloped lot abounds the site to the north. This area is designated EDC and zoned EDC-CC.
- *East*: I-215 runs parallel to the eastern boundary of the project site.
- *South*: A self-storage facility bounds the site to the south. This area is designated EDC and zoned EDC-CC.
- *West*: Two undeveloped lots are located directly west of the project site and Haun Road is approximately 670 feet west of the project site. This area is designated EDC and zoned EDC-CC.

2.3 Project Characteristics

Development Concept

The proposed project consists of the development of two buildings on an 8.27-acre site in two phases. Phase 1 would include development of an approximately 69,618-square-foot building which would house a fitness center, multipurpose center and museum in the southern portion of the project site. Phase 2, proposed for future development, would include an approximately 16,616-square foot two-story office building in the northern portion of the project site; refer to Exhibit 3, *Conceptual Site Plan*. The proposed building height of the Phase 1 building would be approximately 54 feet. Phase 1 would provide approximately 418 parking spaces, inclusive of 7 ADA spaces, 2 ADA van spaces, 63 electric vehicle (EV) capable spaces, 21 electric vehicle charging station (EVCS) spaces, and 325 standard parking spaces. Phase 2 would provide 50 parking spaces, inclusive of 1 ADA parking space, 1 ADA van parking space, 6 EV capable spaces, 2 EVCS space, and 40 standard parking spaces. In total, the project would provide approximately 468 parking spaces. The project would also include the development of drainage improvements, landscaping, and site access. Additional improvements include installation of water and sewer lines to connect to existing water and sewer facilities on Haun Road.

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

Site Access

Access to the site would be provided via one entry point on Haun Road. The project would involve the development of a 36-foot access road to the project site, Serlet Court. No parking would be allowed on the project's entryway off Haun Road Access and circulation improvements would be designed and constructed consistent with City design and engineering standards; refer to Exhibit 3.

Landscaping

Ornamental water-efficient landscaping would be installed throughout the site. A conceptual landscape plan was developed for the project in accordance with the requirements of the Menifee Municipal Code Title 9, *Planning and Zoning,* Chapter 9.195.040, *Landscape Requirements.* Planting materials would include a mix of trees, shrubs, and groundcover. The total size of landscaped areas would be approximately 49,112 square feet or approximately 13 percent of the site.

Utilities and Services

The following utilities and services would serve the site:

- *Water*. The proposed development would be served by Eastern Municipal Water District (EMWD) for domestic (drinking) water supply services.
- *Sewer*. EMWD provides wastewater/sanitary sewer service to the project area.
- *Stormwater Drainage*. Open drainage channels and underground storm drains larger than 36 inches diameter are operated and maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD); smaller underground storm drains are operated and maintained by the City of Menifee Public Works Department.

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

2.4 Phasing/Construction

Construction of the project would occur in two phases. The duration of Phase I, involving the construction of the fitness center, multipurpose center and museum, is anticipated to occur for approximately fourteen (14) months, from approximately October 2025 to December 2026. Phase II would construct the two-story office building and would occur over a 12-month period beginning in January 2028 and ending in January 2029. The earthwork volumes are estimated at approximately 12,350 cubic yards of cut and 12,350 cubic yards of fill dirt; as such, the site is balanced and no soil import or export is required.

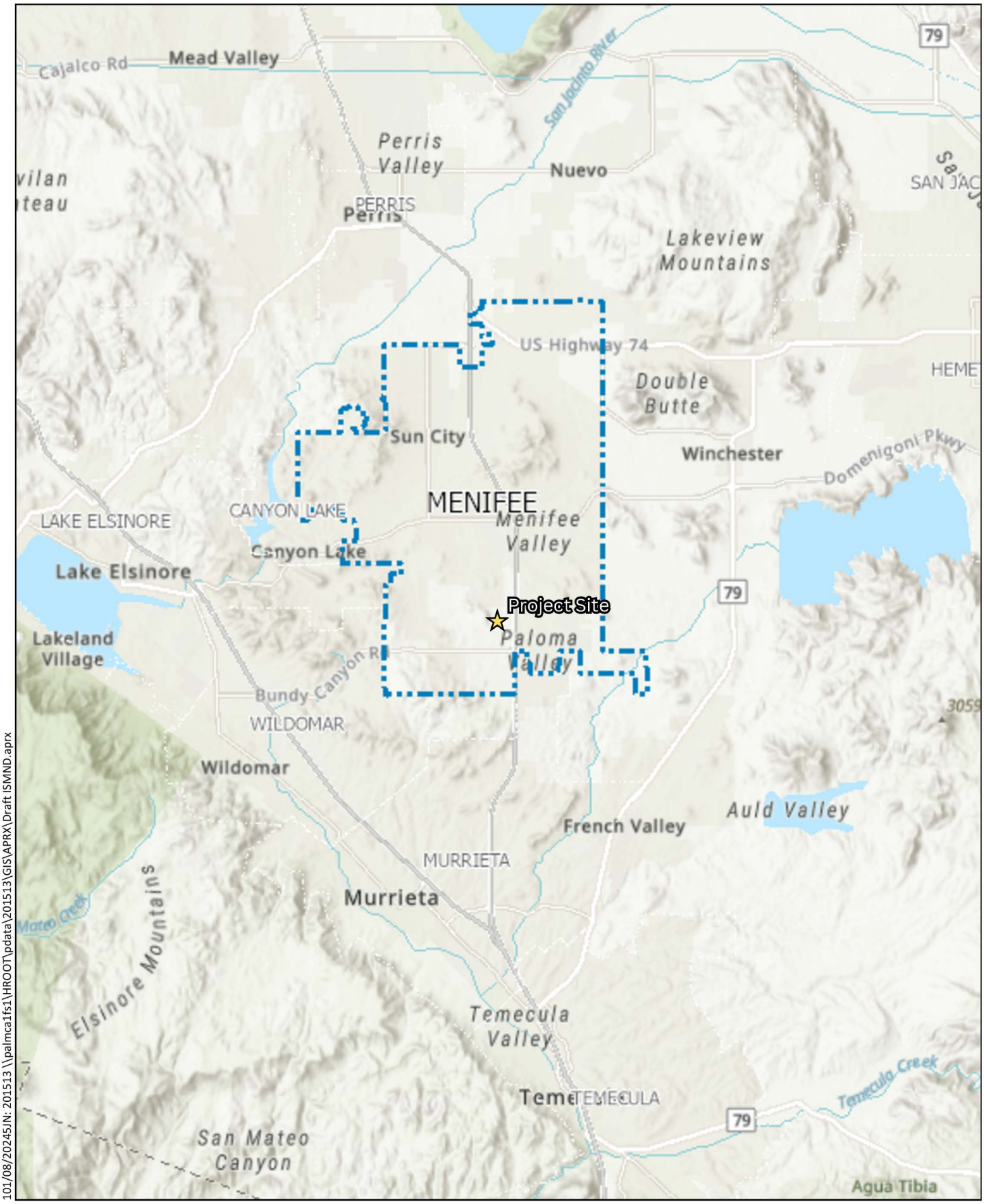
2.5 Agreements, Permits, and Approvals

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

- CEQA Clearance;
- Major Plot Plan;
- Conditional Use Permit;
- Stormwater management and associated permitting consistent with the provisions of the Riverside County Flood Control and Water Conservation District (RCFCWCD); and
- National Pollutant Discharge Elimination System (NPDES) Permit under the Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB).

Other anticipated permits include a grading permit, building permit, and encroachment permit, as well as site plan approval from various approving bodies including but not limited to the Menifee Office of the Fire Marshal operated jointly by the Riverside County Fire Department (RCFD) and Cal Fire, and Menifee Police Department.

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Michael Baker INTERNATIONAL

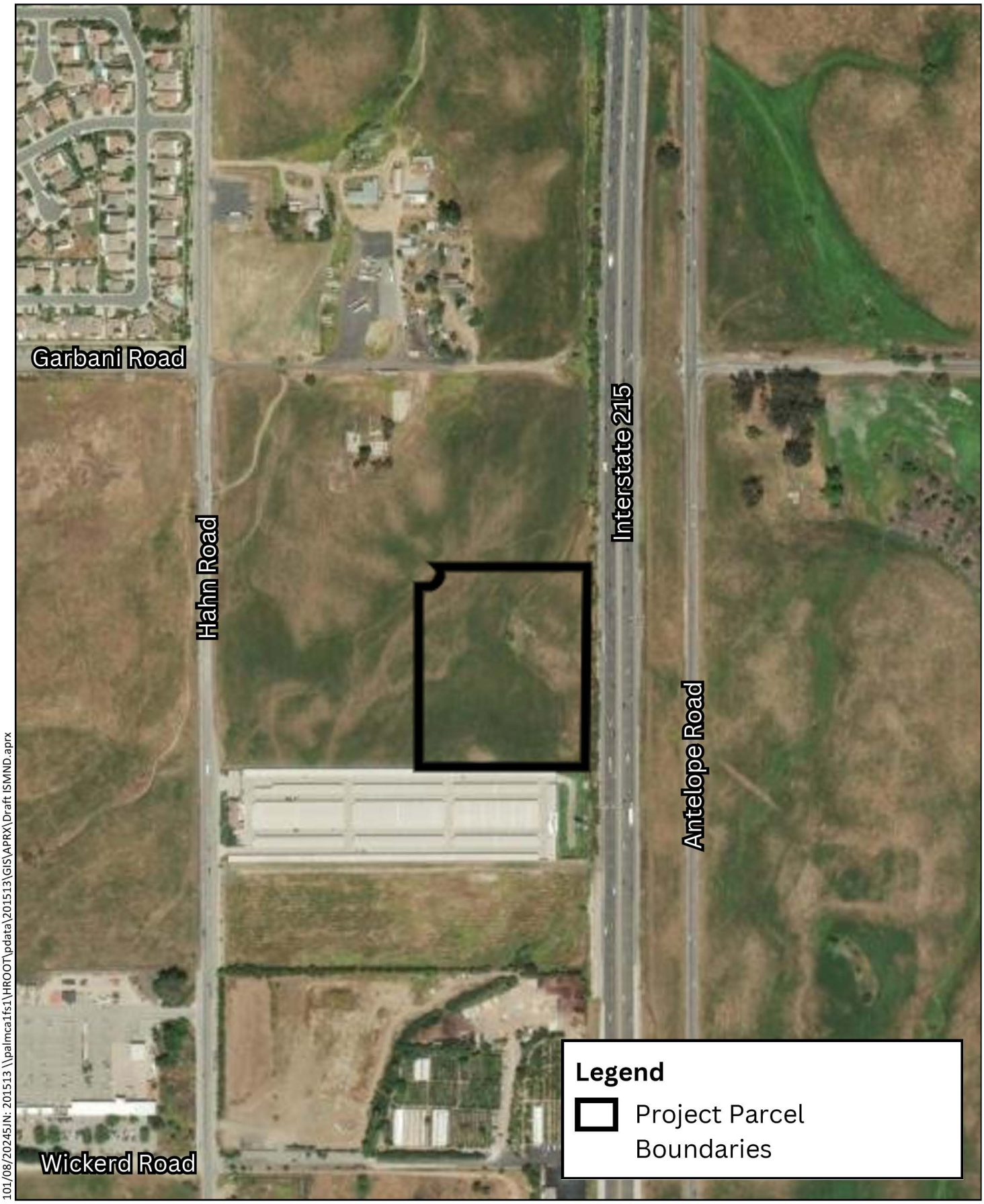
FITWELL HEALTH PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Regional Vicinity

Source: ESRI, City of Menifee, Riverside County.

Exhibit 1

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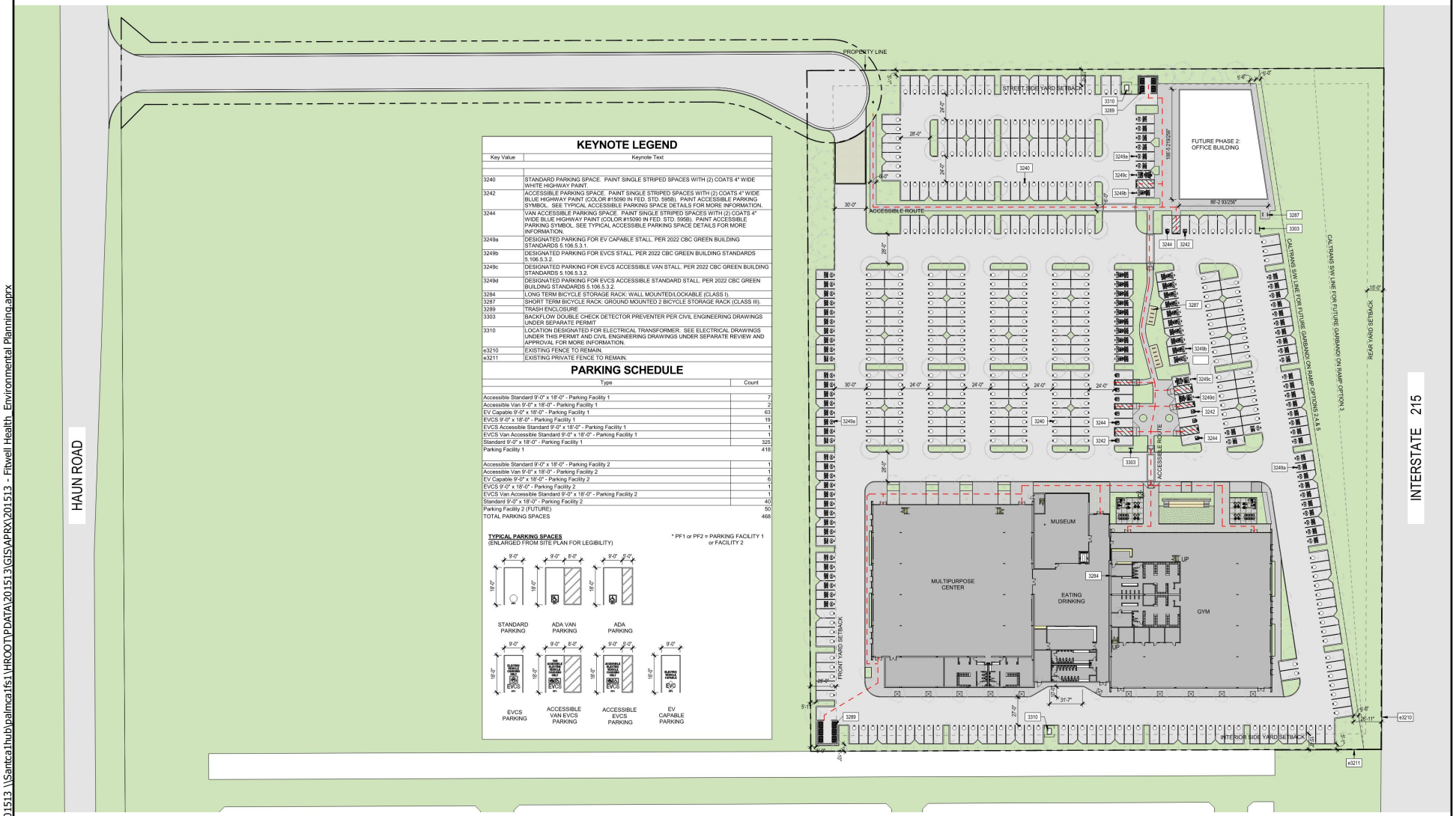
FITWELL HEALTH PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Site Vicinity

Source: ESRI, City of Menifee, Riverside County.

Exhibit 2

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KEYNOTE LEGEND

Key Value	Keynote Text
3240	STANDARD PARKING SPACE. PAINT SINGLE STRIPED SPACES WITH (2) COATS 4" WIDE WHITE HIGHWAY PAINT.
3242	ACCESSIBLE PARKING SPACE. PAINT SINGLE STRIPED SPACES WITH (2) COATS 4" WIDE BLUE HIGHWAY PAINT (COLOR #15090 IN FED. STD. 595B). PAINT ACCESSIBLE PARKING SYMBOL. SEE TYPICAL ACCESSIBLE PARKING SPACE DETAILS FOR MORE INFORMATION.
3244	VAN ACCESSIBLE PARKING SPACE. PAINT SINGLE STRIPED SPACES WITH (2) COATS 4" WIDE BLUE HIGHWAY PAINT (COLOR #15090 IN FED. STD. 595B). PAINT ACCESSIBLE PARKING SYMBOL. SEE TYPICAL ACCESSIBLE PARKING SPACE DETAILS FOR MORE INFORMATION.
3249a	DESIGNATED PARKING FOR EV CAPABLE STALL. PER 2022 CBC GREEN BUILDING STANDARDS 5.106.5.3.1.
3249b	DESIGNATED PARKING FOR EVCS STALL. PER 2022 CBC GREEN BUILDING STANDARDS 5.106.5.3.2.
3249c	DESIGNATED PARKING FOR EVCS ACCESSIBLE VAN STALL. PER 2022 CBC GREEN BUILDING STANDARDS 5.106.5.3.2.
3249d	DESIGNATED PARKING FOR EVCS ACCESSIBLE STANDARD STALL. PER 2022 CBC GREEN BUILDING STANDARDS 5.106.5.3.2.
3284	LONG TERM BICYCLE STORAGE RACK: WALL MOUNTED/LOCKABLE (CLASS I).
3287	SHORT TERM BICYCLE RACK: GROUND MOUNTED 2 BICYCLE STORAGE RACK (CLASS III).
3289	TRASH ENCLOSURE
3303	BACKFLOW DOUBLE CHECK DETECTOR PREVENTER PER CIVIL ENGINEERING DRAWINGS UNDER SEPARATE PERMIT
3310	LOCATION DESIGNATED FOR ELECTRICAL TRANSFORMER. SEE ELECTRICAL DRAWINGS UNDER THIS PERMIT AND CIVIL ENGINEERING DRAWINGS UNDER SEPARATE REVIEW AND APPROVAL FOR MORE INFORMATION.
e3210	EXISTING FENCE TO REMAIN.
e3211	EXISTING PRIVATE FENCE TO REMAIN.

PARKING SCHEDULE

Type	Count
Accessible Standard 9'-0" x 18'-0" - Parking Facility 1	7
Accessible Van 9'-0" x 18'-0" - Parking Facility 1	2
EV Capable 9'-0" x 18'-0" - Parking Facility 1	63
EVCS 9'-0" x 18'-0" - Parking Facility 1	19
EVCS Accessible Standard 9'-0" x 18'-0" - Parking Facility 1	1
EVCS Van Accessible Standard 9'-0" x 18'-0" - Parking Facility 1	1
Standard 9'-0" x 18'-0" - Parking Facility 1	325
Parking Facility 1	418
Accessible Standard 9'-0" x 18'-0" - Parking Facility 2	1
Accessible Van 9'-0" x 18'-0" - Parking Facility 2	1
EV Capable 9'-0" x 18'-0" - Parking Facility 2	6
EVCS 9'-0" x 18'-0" - Parking Facility 2	1
EVCS Van Accessible Standard 9'-0" x 18'-0" - Parking Facility 2	1
Standard 9'-0" x 18'-0" - Parking Facility 2	40
Parking Facility 2 (FUTURE)	50
TOTAL PARKING SPACES	468

TYPICAL PARKING SPACES
(ENLARGED FROM SITE PLAN FOR LEGIBILITY)

* PF1 or PF2 = PARKING FACILITY 1 or FACILITY 2

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FITWELL HEALTH PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Conceptual Site Plan

Exhibit 3

Michael Baker INTERNATIONAL

Source: AO, April 17, 2025

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3.0 Initial Study Checklist

3.1 Background

1. **Project Title:**
   PLN23-0150 Fitwell Health Project

2. **Lead Agency Name and Address:**
   City of Menifee
   29844 Haun Road
   Menifee, CA 92586

3. **Contact Person and Phone Number:**
   Fernando Herrera, Senior Planner
   951-723-3718

4. **Project Location:**
   The project site (APN 360-350-014) is located in the southern portion of the City, west of Interstate 215 (I-215) and south of Garbani Road.

5. **Project Sponsor's Name and Address:**
   Fitwell Realty, LLC
   28507 Lilac Court, Murietta, CA 92563

6. **General Plan Designation:**
   Economic Development Corridor (EDC)

7. **Zoning:**
   Economic Development Corridor Community Core (EDC-CC)

8. **Description of Project:**
   Refer to Section 2.3, *Project Characteristics*.

9. **Surrounding Land Uses and Setting:**
   Surrounding land uses include vacant land and commercial uses. Refer to Section 2.2, *Environmental Setting*.

10. **Other anticipated public agencies whose approval is required:**
    - Riverside County Flood Control and Water Conservation District
    - Santa Ana Regional Water Quality Control Board
    - National Pollutant Discharge Elimination System

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**
    In compliance with Assembly Bill (AB) 52, the City distributed letters notifying each tribe that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the proposed project. The letters were distributed by certified mail on October 2, 2024. The tribes had 30 days to respond to the City's request for consultation. Refer to Section 4.18, *Tribal Cultural Resources*, for additional information.

3.2 Environmental Factors Potentially Affected

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

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

3.3 Lead Agency Determination

On the basis of this initial evaluation:

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

Signature: _____

Title: Senior Planner

Printed Name: Fernando Herrera

Agency: City of Menifee

Date: August 25, 2025

3.4 Evaluation of Environmental Impacts

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

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

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

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

- *No Impact*. The development will not have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- *Less Than Significant Impact With Mitigation Incorporated*. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- *Potentially Significant Impact*. The development will have impacts which are considered significant and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

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

4.0 Environmental Analysis

4.1 Aesthetics

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

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

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

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

Interstate 215, located adjacent to the eastern boundary of the project site, is designated a Scenic Corridor. Haun Road, located approximately 660 feet west of the project site, is designated as an Enhanced Landscape Corridor. As such, the project must comply with applicable General Plan Policies CD-4.1 through CD-4.3 for Enhanced Landscape Corridors and CD-4.4 through CD-4.11 for Scenic Resources. Policies CD-4.1 through CD-4.3 ensure unification of streetscape elements such as coordinated streetlights, landscaping and signage; allow for safer walkability and bicycling; and require special considerations at intersections and crosswalks. Policies CD-4.4 through CD-4.11 provide requirements such as building height restrictions, billboard prohibition and landscaping to maintain compatibility with the surrounding scenic setting.

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

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

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the California Department of Transportation, there are no officially designated State scenic highways within the project vicinity.[2] The nearest officially designated State scenic highway is SR-74, located over 15 miles northeast of the project site. Views of the project site are not afforded from SR-74 due to distance, intervening topography, structures, and vegetation. Thus, the project would not substantially damage scenic resources within a State scenic highway. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project site consists of an undeveloped, vacant lot composed of disturbed habitat that is dominated by low-growing plant species associated with dryland farming. According to the Phase I ESA, included as Appendix E, the site has remained vacant or utilized for dryland farming since the early 1900s. In addition, the project site is located in an urbanizing area of the City that supports new economic development opportunities. Specifically, the site is bordered by vacant land with commercial land use designations to the north and south, I-215 to the east, and residential uses to the west.

The project would allow for the development of two mixed-use buildings across approximately 2 acres (86,234 square feet). The project would also include sidewalk improvements, street lighting, and landscaping. The architectural design of the project would adhere to the requirements of General Plan Policy CD-3.14, which requires that new project designs provide variation in color and materials to present aesthetically pleasing buildings and project features. While project implementation would change the visual quality of the project site and its surroundings, the proposed project would not degrade the visual quality of the project area because the project is consistent with the surrounding uses and its current zoning.

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

[2] California Department of Transportation, *List of Eligible and Officially Designated State Scenic Highways*, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed January 13, 2025.

Mitigation Measures: No mitigation measures are required.

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

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

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

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

Project operations would increase lighting at the project site compared to existing conditions. However, proposed lighting would be similar to adjacent development. Further, the project would be required to comply with the exterior lighting requirements included in Municipal Code Section 9.205, *Lighting Standards*. All lighting as a standard condition (see below) would be shielded to prevent off-site illumination in accordance with the provisions of Section 6.01.040, *Requirement for Lamp Source and Shielding,* of Menifee's Dark Sky Ordinance (Municipal Code Chapter 6.01, *Dark Sky; Light Pollution*).

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

Mitigation Measures: No mitigation measures are required.

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4.2 Agriculture and Forestry Resources

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

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

Less Than Significant Impact. According to the California Department of Conservation Important Farmland Finder, the project site is designated as Farmland of Local Importance, which is defined as land either currently producing crops, has the capability of production, or is used for the production of confined livestock.[3,4] According to Appendix E, *Phase I ESA*, the project site has historically been associated with dryland farming operations, dating back to 1950. The project site is currently leased for agricultural uses; however, the City does not have any prohibitions that prevent the transition of former agricultural land uses to urban land uses.

[3] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, Accessed January 17, 2025.

[4] California Department of Conservation, *Important Farmland Mapping Categories and Soil Taxonomy Terms*, https://www.conservation.ca.gov/dlrp/fmmp/Documents/soil_criteria.pdf, accessed January 17, 2025.

In addition, according to the General Plan, the project site's designated land use is EDC. The purpose of the EDC designation is to provide for a mixture of residential, commercial, office, civic, industrial, entertainment, educational, and/or recreational uses. The site's zoning designation is EDC-CC, which is intended to function as the "heart" or downtown of the City and serve as a transition from existing rural lots to more concentrated development near I-215.

Since there are no prohibitions to transitioning Farmland of Local Importance to non-agricultural uses, and the project is not designated or zoned for agricultural uses, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the General Plan EIR, all Williamson Act contracts within the City went into nonrenewable status in 2007 and expired on January 1, 2017. Further, the project site is zoned EDC-CC, which is envisioned as the City's primary activity center and gathering place and does not support agricultural uses. Thus, project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is zoned EDC-CC. The project site is not zoned for, occupied by, or used for forest land or timberland. Further, project implementation would not result in the rezoning of forest land, timberland, or timberland zoned timberland production. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

4.3 Air Quality

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

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

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

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

The 2022 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). SCAG updates the RTP/SCS every four years, and the most recent plan, the 2024-2050 RTP/SCS (Connect SoCal 2024), was adopted on April 4, 2024. Connect SoCal 2024 is a vision for the future of Southern California that includes policies, strategies, and projects to advance the region's mobility, economy, and sustainability through 2050. However, SCAQMD has not adopted an updated AQMP to incorporate the Connect SoCal 2024. While SCAG recently adopted the Connect SoCal 2024, the SCAQMD has not released an updated AQMP. As such, this consistency analysis is based on the 2022 AQMP and the RTP/SCS that was adopted at the time, the 2020-2045 RTP/SCS. According to the SCAQMD's CEQA Air Quality Handbook, projects must be analyzed for consistency with two main criteria, as discussed below.

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

Criterion 1:

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

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

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(c), localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_X), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) would be less than significant during project construction and operations. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations.[5]

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

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

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

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

Criterion 2:

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

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

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

The project site has a *City of Menifee General Plan Vision 2030* (General Plan) land use designation of Economic Development Corridor (EDC) with a maximum of 24 dwelling units per acre and 1.0 floor-to-area ratio (FAR), which allows for a mixture of residential, commercial, office, civic, industrial, entertainment, educational, and recreational uses. The site has a zoning designation of Economic Development Corridor

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

Community Core (EDC-CC), which allows for a mix of residential, commercial retail, commercial office, and business park uses. The EDC-CC is envisioned as the City's primary activity center and gathering place. The project would allow for the development of two buildings on an 8.27-acre (approximately 360,241 square feet) site: one approximately 69,618-square-foot building with a fitness center, multipurpose center, and museum and one approximately 16,616-square-foot office building. Therefore, the FAR of the project would be 0.23 ([16,616+69,618]/360,241), which would not exceed the maximum FAR of the land use designation and zoning. As the project would propose a commercial building within the maximum FAR, the project is consistent with the site's General Plan land use designation and zoning.

As a commercial development, the project would not directly result in the area's population growth. However, per the Applicant, the project would generate 60 jobs, including 54 full-time and 16 part-time jobs. SCAG growth forecasts in the 2020-2045 RTP/SCS estimate the City's employment to reach 29,200 jobs by 2045, representing a total increase of 15,400 jobs between 2016 and 2045.[6] The approximately 60 project-generated jobs represent 0.39 percent of the City's anticipated jobs increase by 2045 and only 0.21 percent of the City's total projected 2045 employment. As the SCAQMD has incorporated these same projections into the 2022 AQMP, it can be concluded that the proposed project would be consistent with the projections included in the 2022 AQMP. A less than significant impact would occur in this regard.

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

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

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

Land use planning strategies set forth in the 2022 AQMP are primarily based on the 2020-2045 RTP/SCS. The existing Riverside Transit Agency (RTA) bus stops are located within one mile to the southeast of the project site. Further, the project would exceed Title 24 Standards and install high-efficiency lighting, on-site renewable energy, solar-ready roofs, and energy-efficient appliances, and use all-electric landscape equipment. The project would also encourage and support the use of Electric Vehicles (EVs) within the development by providing electric vehicle charging stations. Furthermore, the project would provide bicycle parking. Therefore, the project would be consistent with the actions and strategies of the 2020-2045 RTP/SCS. As such, the proposed project meets this AQMP consistency criterion.

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

Mitigation Measures: No mitigation measures are required.

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

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

Less Than Significant Impact.

Criteria Pollutants

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

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant and needs volatile organic compounds (VOCs), NO_X, and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

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

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to $PM_{2.5}$, both State and federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In February 2024, the EPA lowered the federal primary $PM_{2.5}$ annual standard to 9.0 microgram per cubic meter (ug/m^3) from the 12.0 ug/m^3 standard set in 2012. The secondary annual standard remains at 15.0 ug/m^3. States and Tribal Authorities will submit initial recommendations of areas that do not attain this standard (i.e., nonattainment areas) to EPA by February 2025, and EPA will finalize area designations by February 2026.

Sulfur Dioxide (SO_2). SO_2 is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with Sulfur Oxides (SO_X). Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, CO_2, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG interchangeably (see below).

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant.

Construction

The proposed project consists of the development of two buildings in two phases. Phase 1 would include the development of an approximately 69,618-square-foot building, which would house a fitness center, multipurpose center, and museum in the southern portion of the project site. The construction activities associated with Phase 1 would include grading, building construction, paving, and architectural coating applications. Phase 1 construction would start in October 2025 and end by the end of November 2026. The cut and fill would be balanced on-site and result in zero soil import or export. Phase 2 would include development of an approximately16,616-square-foot two-story office building in the northern portion of the project site. The construction activities associated with Phase 2 would include building construction and architectural coating applications. Phase 2 construction would start in January 2028 and end in January 2029. There would be no soil import or export during Phase 2. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2022.1 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Modeling Results*, for the CalEEMod outputs and results. Table 4.3-1, *Project-Generated Construction Emissions*, presents the anticipated daily short-term construction emissions.

Table 4.3-1
Project-Generated Construction Emissions

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Phase 1						
Year 1 Construction Emissions (2025)[2]	3.03	27.20	33.20	0.05	3.57	2.09
Year 2 Construction Emissions (2026)[2]	33.60	17.40	25.70	0.04	1.27	0.78
Phase 1 Maximum Daily Emissions	**33.60**	**27.20**	**33.20**	**0.05**	**3.57**	**2.09**
Phase 2						
Year 1 Construction Emissions (2028)[2]	0.48	4.41	7.26	0.01	0.24	0.16
Year 2 Construction Emissions (2029)[2]	31.40	5.01	8.31	0.01	0.26	0.16
Phase 2 Maximum Daily Emissions	**31.40**	**5.01**	**8.31**	**0.01**	**0.26**	**0.16**
Phase 1 and Phase 2 Maximum Daily Emissions	***33.60***	***27.20***	***33.20***	***0.05***	***3.57***	***2.09***
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2022.1. Higher emissions are presented between summer and winter.
2. Modeling assumptions include compliance with SCAQMD Rule 403, which requires: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.

Source: Refer to Appendix A for assumptions used in this analysis.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (such as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

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

The project would adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track-out, and street sweeping requirements in accordance with Rule 1186/1186.1, etc.) to reduce PM_{10} and $PM_{2.5}$ concentrations. As depicted in Table 4.3-1, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction. Thus, PM_{10} and $PM_{2.5}$ emissions impacts associated with project construction would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, employee commutes to the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 4.3-1, construction equipment and worker vehicle exhaust emissions (i.e., ROG, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$) would not exceed the established SCAQMD thresholds for all criteria pollutants. Therefore, impacts in this regard would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SCAQMD, ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113 – *Architectural Coating,* all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint.[7] ROG emissions associated with the proposed project would be less than significant; refer to Table 4.3-1.

Total Daily Construction Emissions

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

Naturally Occurring Asbestos

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

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released into the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*[8], serpentinite and ultramafic rocks are not known to occur within the project area. Thus, no impacts would occur in this regard.

Operations

Long-term air quality impacts typically consist of mobile source emissions generated from project-related traffic (i.e., motor vehicle use by employees and visitors, deliveries traveling to and from the site) and emissions from area and

[7] South Coast Air Quality Management District, *Rule 1113 Architectural Coatings*, http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf, accessed August 27, 2024.

[8] Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000, https://ww3.arb.ca.gov/toxics/asbestos/ofr_2000-019.pdf, accessed September 3, 2024.

energy sources. Emissions associated with each source are detailed in Table 4.3-2, *Project-Generated Operational Emissions*, and discussed below.

Table 4.3-2
Project-Generated Operational Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 1						
Project Summer Emissions						
Mobile	8.19	8.37	78.50	0.20	17.60	4.57
Area	1.95	0.02	2.66	<0.01	<0.01	<0.01
Energy[3]	0.00	0.00	0.00	0.00	0.00	0.00
Total Summer Emissions[2]	***10.14***	***8.39***	***81.16***	***0.20***	***17.60***	***4.57***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Project Winter Emissions						
Mobile	7.67	8.98	65.30	0.19	17.60	4.57
Area	1.51	0.00	0.00	0.00	0.00	0.00
Energy[3]	0.00	0.00	0.00	0.00	0.00	0.00
Total Winter Emissions[2]	***9.18***	***8.98***	***65.30***	***0.19***	***17.60***	***4.57***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Phase 2						
Project Summer Emissions						
Mobile	1.66	1.62	16.10	0.04	4.15	1.07
Area	0.52	0.01	0.72	<0.01	<0.01	<0.01
Energy[3]	0.00	0.00	0.00	0.00	0.00	0.00
Total Summer Emissions[2]	***2.18***	***1.63***	***16.82***	***0.04***	***4.15***	***1.07***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Project Winter Emissions						
Mobile	1.56	1.73	13.40	0.04	4.15	1.07
Area	0.40	0.00	0.00	0.00	0.00	0.00
Energy[3]	0.00	0.00	0.00	0.00	0.00	0.00
Total Winter Emissions[2]	***1.96***	***1.73***	***13.40***	***0.04***	***4.15***	***1.07***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Phase 1+2						
Total Project Summer Emissions	12.32	10.02	97.98	0.25	21.76	5.65
Total Project Winter Emissions	11.14	10.71	78.70	0.23	21.75	5.64
Maximum Total Emissions	**12.32**	**10.71**	**97.98**	**0.25**	**21.76**	**5.65**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes: 1. Emissions were calculated using CalEEMod version 2022.1. 2. The numbers may be slightly off due to rounding. 3. Criteria air pollutant emissions from energy use were not quantified since criteria pollutants emissions associated with electricity generation occur at the site of the power plant, which is off-site, and the project would not use natural gas on-site.
Source: Refer to Appendix A for assumptions used in this analysis.

Area Source Emissions

Area source emissions include those generated by architectural coatings, consumer products, and landscape maintenance equipment associated with the development of the proposed project. It is important to note that the project would use all-electric landscaping equipment. However, as a conservative analysis, this project design feature was not modeled in the CalEEMod. As shown in Table 4.3-2, area source emissions during both summer and winter would not exceed established SCAQMD thresholds. Impacts would be less than significant in this regard.

Energy Source Emissions

Energy source emissions would be generated because of electricity usage associated with the proposed project. According to the project applicant, the project would not consume natural gas on-site. The primary use of electricity by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, landscaping equipment, and electronics. Criteria air pollutant emissions from electricity use were not quantified since criteria pollutants emissions occur at the site of the power plant, which is off-site. Furthermore, the project would install solar-ready roofs and generate on-site renewable energy. However, as a conservative analysis, these project design features were not modeled in the CalEEMod. The project's criteria pollutant emissions from energy sources would be minimal and not exceed established SCAQMD thresholds; refer to Table 4.3-2. Impacts in this regard would be less than significant.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions were estimated using CalEEMod. According to the *Traffic Impact Analysis* prepared by Michael Baker International, included as Appendix H1**,** the proposed project would generate 2,376 average daily trips, including 68 trips during the a.m. peak hour and 625 trips during the p.m. peak hour. As shown in Table 4.3-2, mobile source emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Total Operational Emissions

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

Overlapping Construction and Operational Emissions

As the project would be constructed in two phases, the operations of Phase 1 would overlap with the construction of Phase 2. Table 4.3-3, *Overlapping Construction and Operational Criteria Pollutant Emissions*, summarizes the proposed project's overlapping construction and operational emissions by phase. As shown in Table 4.3-3, the

overlapping construction and operational emissions from the proposed project would not exceed the regional thresholds of significance established by the SCAQMD for criteria pollutants during construction (i.e., lower thresholds than operations). Therefore, impacts during the overlapping of construction and operation of the proposed project would be less than significant.

Table 4.3-3
Overlapping Construction and Operational Criteria Pollutant Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 1 Operation and Phase 2 Construction						
Phase 2 Maximum Construction Emissions	31.40	5.01	8.31	0.01	0.26	0.16
Phase 1 Maximum Operation Emissions	10.14	8.98	81.16	0.20	17.60	4.57
Total Overlapping Emissions[2]	***41.54***	***13.99***	***89.47***	***0.21***	***17.86***	***4.73***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2022.1.
2. The numbers may be slightly off due to rounding.

Source: Refer to Appendix A for assumptions used in this analysis.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, O_3 precursors, VOCs, and NO_X, affect air quality on a regional scale. Health effects related to O_3 are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD for *Sierra Club vs. County of Fresno*[9], the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) for the *Sierra Club vs. County of Fresno*[10], SJVAPCD acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from O_3, as an example, is correlated with the increases in ambient level of O_3 in the air (concentration) that an individual person breathes. The SCAQMD's Brief of Amicus

[9] South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, April 6, 2015.

[10] San Joaquin Valley Air Pollution Control District, *Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, April 13, 2015.

Curiae for *Sierra Club vs. County of Fresno* states that it would take a large amount of additional emissions to cause a modeled increase in ambient O_3 levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's 2012 AQMP, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O_3 levels at highest monitored sites by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O_3-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact on air quality health impacts.

Mitigation Measures: No mitigation measures are required.

c) Expose sensitive receptors to substantial pollutant concentrations?

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

The closest sensitive receptor to the project site is the existing single-family residential use (27900 Garbani Road, Menifee, CA 92584) located 700 feet north of the project site.

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to the SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance.[11] The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, and/or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project site is located within Source Receptor Area (SRA) 24, Perris Valley.

Construction LST

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day.[12] SCAQMD provides LST thresholds for one-, two-, and five-acre site disturbance areas; SCAQMD does not provide LST thresholds for projects over five acres. The project would actively disturb approximately one acre per day during the grading phase of construction. Therefore, the LST thresholds for one-acre were utilized for the construction LST analysis. The closest sensitive receptor is the land with a residential building located approximately 700 feet (213 meters) to the north of the project boundary. The sensitive land use may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive receptor is located approximately 700 feet (213 meters) from the project site, the LST values for 200-meter were used.

[11] South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, dated June 2003, revised 2008.

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

Table 4.3-4, *Localized Emissions Significance*, shows the localized construction-related emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ compared to the LSTs for SRA 24. It is noted that the localized emissions presented in Table 4.3-4 are less than those in Table 4.3-1 because localized emissions include only on-site emissions (e.g., from construction equipment and fugitive dust) and do not include off-site emissions (e.g., from hauling activities). As shown in Table 4.3-4, the project's localized construction emissions would not exceed the LSTs for SRA 24. Therefore, localized significance impacts from project-related construction activities would be less than significant.

Table 4.3-4
Localized Emissions Significance

Source[3]	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
2025 (Phase 1)[1]	16.30	17.90	2.56	1.55
2026 (Phase 1)[2]	9.85	13.00	0.38	0.35
2028 (Phase 2)[2]	4.30	6.91	0.15	0.14
2029 (Phase 2)[2]	4.11	6.89	0.14	0.13
Maximum Daily Emissions	**16.30**	**17.90**	**2.56**	**1.55**
Localized Significance Threshold[3,4]	335	4,359	67	20
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:
1. Maximum on-site daily emissions occur during the grading phase for all pollutants in 2025.
2. Maximum on-site daily emissions occur during building construction phase for NOx, CO, PM_{10}, and $PM_{2.5}$ in 2026, 2028, and 2029.
3. Modeling assumptions include compliance with SCAQMD Rule 403 which requires properly maintaining mobile and other construction equipment; replacing ground cover in disturbed areas quickly; watering exposed surfaces three times daily; covering stockpiles with tarps; watering all haul roads twice daily; and limiting speeds on unpaved roads to 15 miles per hour.
4. The LST was determined using Appendix C of the SCAQMD's *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The LST was based on the anticipated daily acreage disturbance for construction and distance to sensitive receptors (one-acre and 200-meter thresholds were used) for SRA 24, Perris Valley.

Source: Refer to Appendix A for assumptions used in this analysis.

Operational LST

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

Carbon Monoxide Hotspots

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

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area under State standards. There has been a decline in CO emissions even though vehicle miles traveled (VMT) on U.S. urban and rural roads have increased; estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[13]

[13] U.S. Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed September 12, 2024.

Three major control programs have contributed to the reduced per-vehicle CO emissions, including exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD *CEQA Air Quality Handbook*, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 parts per million (ppm), which is the 8-hour California ambient air quality standard. The closest monitoring station to the project site that monitors CO concentration is Lake Elsinore-W Flint Street station, which is located approximately 9.1 miles northwest of the project site. The maximum CO concentration at Lake Elsinore-W Flint Street station was measured at 1.259 ppm in 2023.[14] Given that the background CO concentration does not currently exceed 9.0 ppm, a CO hotspot would not occur at the project site. Therefore, CO hotspot impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

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

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

Mitigation Measures: No mitigation measures are required.

[14] California Air Resources Board, *Air Quality and Meteorological Information*, https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt, accessed September 3, 2024.

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4.4 Biological Resources

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

This section is primarily based upon the *Biological Resources Habitat Assessment for the PLN23-0150 Fitwell Health Project, City of Menifee, Riverside County, California*, prepared by Michael Baker International, dated September 2024. Refer to Appendix B, *Biological Resources Assessment and MSHCP Consistency Analysis*.

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

Less Than Significant Impact With Mitigation Incorporated. A general habitat assessment was conducted on June 13, 2024 to document existing biological conditions and determine the potential for special-status plant and wildlife species to occur within the project site; refer to Appendix B. Prior to conducting the field survey, thorough literature reviews and records searches were conducted to determine which special-status biological resources have the potential to occur on or within the general vicinity of the project site. The project site is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP); as such, an MSHCP Consistency Analysis was also conducted as part of Appendix B. A focused burrowing owl survey was also conducted as part of Appendix B.

Special-Status Plant Species

Based on review of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDB) and the California Native Plant Society (CNPS) Electronic Inventory, 64 special-status plant species were determined to have a potential to occur within the project site. Based on the results of the literature review and the field survey, existing/historical site conditions, and a review of specific habitat requirements, occurrence records, and known distributions, Michael Baker determined that all special-status plant species identified during the literature review are not expected to occur due to a lack of suitable habitat. No impacts would occur in this regard.

Special-Status Wildlife Species

A total of 58 special-status wildlife species were determined to have the potential to occur within the project site. Of the 58 special-status wildlife species identified, Cooper's Hawk (*Accipiter cooperii*), golden eagle (*Aquila chrysaetos)*, burrowing owl (*Athene cunicularia)*, ferruginous hawk (*Buteo regalis)*, Swainson's hawk (*Buteo swainsoni)*, northern harrier (*Circus hudsonius)*, white-tailed kite (*Elanus leucurus)*, California horned lark (*Eremophila alpestris actia)*, and San Diego black-tailed jackrabbit (*Lepus californicus bennettii)* have the potential to occur at the project site. Of the nine species, eight of the species are fully covered under the MSHCP and require no additional analysis. Only the burrowing owl requires focused studies; refer to Appendix B.

A burrowing owl focused survey was conducted for the proposed project and this species was absent. Although the species is not currently breeding on the project site, this is a highly mobile species and can forage or migrate to the project site in the future. To ensure there are no direct effects on the species, the MSHCP requires a preconstruction survey prior to construction activities. Implementation of **Mitigation Measure BIO-1** would ensure impacts are less than significant with mitigation incorporated.

Nesting Birds

Nesting birds are protected pursuant to the Federal Migratory Bird Treaty Act (MBTA) of 1918 and the California Fish and Game Code[15] (CFGC). To maintain compliance with the MBTA and CFGC, clearance surveys are typically required during the breeding season (generally March 1 to August 31 but as early as January 1 for raptors) prior to any ground disturbance or vegetation removal activities to avoid direct and indirect impacts to active bird nests and/or nesting birds. Consequently, if an active bird nest is destroyed or if project activities result in indirect impacts to nesting birds (e.g., nest abandonment, loss of reproductive effort), it is considered "take" and is potentially punishable by fines and/or imprisonment. The vegetation within and adjacent to the project site provides suitable nesting opportunities for a variety of bird species. The removal of vegetation during the breeding season is considered a potentially significant impact but would be reduce to less than significant with the implementation of **Mitigation Measure BIO-2**.

Special-Status Vegetation Communities

The site consists of an agricultural land cover type. It does not support native or sensitive vegetation communities. No impacts would occur in this regard.

Mitigation Measures:

BIO-1 **Burrowing Owl Preconstruction Survey.** In accordance with the Burrowing Owl Survey Instructions (RCA 2006), a qualified biologist shall conduct a preconstruction clearance survey for

[15] Section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by CFGC or any regulation made pursuant thereto; Section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey); and Section 3513 makes it unlawful to take or possess any migratory non-game bird except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA, as amended (16 U.S.C. § 703 *et. sq.*).

burrowing owl no more than 30 days prior to initiating any ground-disturbing activities to avoid direct take of burrowing owls. Once the survey is completed, the qualified biologist shall prepare and submit a final report documenting the results of the clearance survey to the City of Menifee for review and file. If no burrowing owls or occupied burrows are detected, project activities may begin, and no additional avoidance or minimization measures would be required. However, if an occupied burrow is found in the project impact area during the preconstruction clearance survey, a burrowing owl avoidance and minimization plan and Determination of Biologically Equivalent or Superior Preservation analysis would need to be prepared and submitted to the Western Riverside County Regional Conservation Authority, California Department of Fish and Wildlife, and US Fish and Wildlife Service for approval prior to initiating project activities.

BIO-2 **Nesting Birds Preconstruction Survey.** Within 30 days of ground disturbing activities associated with project implementation that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically March through August in the project region, or as determined by a qualified biologist), the applicant shall have weekly surveys conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present on the project site. The surveys shall continue on a weekly basis, with the last survey being conducted no more than seven days prior to initiation of disturbance work. If ground disturbing activities are delayed, then additional pre disturbance surveys shall be conducted such that no more than seven days will have elapsed between the survey and ground disturbing activities.

If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors) shall be postponed or halted, at the discretion of the biologist in consultation with California Department of Fish and Wildlife, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting.

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

No Impact. According to Appendix B, the site does not contain riparian habitat or other sensitive natural communities that would need to be preserved. Therefore, development of the project site would not result in impacts relative to riparian habitat or other sensitive natural communities.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to Appendix B, no State or Federally protected wetlands were observed within the boundaries of the project site. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to Appendix B, the project does not occur within an identified MSHCP core/linkage area. The project site has no connectivity to any natural habitats that would serve as migration corridors, nor do adjacent areas. There would be no impact to native wildlife movement or wildlife corridors.

Mitigation Measures: No mitigation measures are required.

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

No Impact. There are no protected trees present on the project site. The proposed project would not conflict with any local policies or ordinance.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant With Mitigation Incorporated. The project site is located within the boundaries of the MSHCP. As such, an MSHCP Consistency Analysis was conducted as part of the project's Biological Technical Report. According to Appendix B, the project site does not occur within the Criteria Area or Public/Quasi-public lands. The project occurs within the Burrowing Owl Survey Area and focused studies for burrowing owl were conducted following the protocols established under the MSHCP (RCA 2006). Refer to Appendix B for the results of the focused survey. Section 6.0 of the MSHCP requires assessment of the potential effects from the project on biological resources including riparian/riverine areas, vernal pools, and fairy shrimp, burrowing owl, and narrow endemic plant species.

MSHCP Consistency Analysis

The project occurs within the Sun City/Menifee Area Plan but does not occur within a Criteria Cell or public/quasi-public lands. An analysis for MSHCP compliance of Sections 6.1.2, 6.1.3, and 6.3.2 follows:

Riparian/Riverine and Vernal Pool Resources (Section 6.1.2)

There are no MSHCP riparian/riverine or vernal pools resources on the project site. There is a narrow patch of mulefat thicket within the concrete-lined drainage within the Caltrans right-of-way. However, no impacts to this drainage would occur as a result of the project. Soils on the project site are routinely tilled and fields are harvested annually. There are no clay soils present on the project site and no evidence of standing water. No impact to riparian/riverine and vernal pool resources would occur.

Narrow Endemic Plant Species (MSHCP Section 6.1.3)

The project does not occur within the MSHCP Narrow Endemic Plant Species survey area. Therefore, no impacts to narrow endemic plant species would occur.

Additional Surveys (MSHCP Section 6.3.2)

The project occurs within the MSHCP Burrowing Owl Survey Area. Burrowing owls were not found during the focused studies. A preconstruction survey would be required prior to any construction activities (refer to **Mitigation Measure**

BIO-1). The project does not occur within any other MSHCP survey areas. Implementation of avoidance and minimization measures for burrowing owl (**Mitigation Measure BIO-1**) would ensure full compliance with the MSHCP and impacts to burrowing owl would be less than significant with mitigation incorporated.

Given the analysis above, the project is consistent with Section 6.1.2, 6.1.3 and 6.3.2 of the MSHCP and would not conflict with any of the provisions of the Plan. Impacts in regard to conformance with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan would be less than significant with mitigation.

Mitigation Measures: Refer to **Mitigation Measure BIO-1**.

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4.5 Cultural Resources

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

This section is primarily based upon the *Cultural Resources and Paleontological Identification Report for the PLN23-0150 Fitwell Health Project* (Cultural and Paleontological Resources Report), prepared by Michael Baker International, dated August 23, 2024; refer to Appendix C, *Cultural and Paleontological Resources Report*.

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

Less Than Significant Impact. A historic overview of the project area is provided in the Cultural and Paleontological Resources Report; refer to Appendix C. To evaluate the project's potential to support historic resources, a records search request was submitted to the Eastern Information Center (EIC). The search was conducted to identify previously recorded cultural resources and previously conducted cultural resources studies within a 0.5-mile radius of the project site. A review was also conducted of the National Register of Historic Places (National Register), the California Register, and documents and inventories from the California Office of Historic Preservation (OHP) including the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures. An intensive-level cultural resources field survey of the project site was conducted on June 25, 2024. The survey was conducted by walking parallel transects spaced approximately 15 meters apart across 100 percent of the accessible project site. Digital photographs were taken at various points within the project boundaries and all soil exposures were carefully examined for evidence of cultural resources; refer to Appendix C.

The EIC records search revealed that 14 cultural resource studies were previously conducted within 0.5-mile of the project site. One Study, RI-01328, overlapped the project site. The previous studies resulted in the recording of eight cultural resources within the research radius. The resources include four prehistoric archaeological sites, two prehistoric isolates, and two historic period archaeological sites. None of these resources were identified within the project site.

During the field survey, Michael Baker archaeologists carefully inspected the project site for evidence of historic resources, using the methods described above. The ground surface throughout the property was disturbed by combine harvesters. There was minimal modern trash along the east and south edges of the project area. Evidence of a dried-up creek that runs north to south had collections of angular boulders and a rock push pile near a large tree. Visible soils consisted of grayish-brown silty sand. Disturbances noted include concrete and rock and fill materials rock and spoils pile in the east portion of the project site.

No historic resources were identified within the project site boundaries during the field survey conducted as part of the Cultural and Paleontological Resources Report. Nonetheless, there is a possibility of encountering unknown cultural resources during ground disturbing activities associated with project construction. As such, potential significant impacts

to buried historic-period resources could result in this regard, and Standard Condition SC-CUL-1 would require that an archaeological monitor be present during any earthmoving activities proposed within the project site boundaries.

SC-CUL-3 would protect inadvertent discoveries by halting construction until a qualified archaeologist evaluates the significance of the find and recommends a course of action. With the implementation of Standard Condition SC-CUL-1 and SC-CUL-3, impacts would be less than significant.

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

***Mitigation Measures*:** No mitigation measures are required.

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

***Less Than Significant Impact*.** Prehistoric background information on the project area is provided in the Cultural Resources and Paleontological Report. As discussed above, an EIC records search revealed that 14 cultural resource studies were previously conducted within 0.5-mile of the project site. The search revealed eight cultural resources within the research radius, but no culturally significant resources have been previously identified within the project site.

Soils within the project area would have been impacted by agricultural development upon the surface and in the near-surface sediments. Additionally, geotechnical sampling confirms older alluvium underlies much of the project area with granitic bedrock underneath the alluvium at deep depths across much of the project area (6 to 23 feet below ground surface [bgs]) and shallow depths in the eastern and southern portions of the project area. Therefore, the site has a low potential for encountering significant subsurface cultural resources.

Although findings were negative for cultural resources on the surface of the project site, the potential exists for ground-disturbing activities to expose previously unrecorded cultural resources. To protect potential subsurface archaeological resources, Standard Condition-SC-CUL-1 would require that an archaeological monitor be present during any earthmoving activities proposed within the project site boundaries. SC-CUL-3 would protect inadvertent discoveries by halting construction until a qualified archaeologist evaluates the significance of the find and recommends a course of action. SC-CUL-5 and SC-CUL-6 would require Native American monitoring by Pechanga and Soboba, respectively. SC-CUL-7 would require preparation of an Archeology Report prior to final inspection to document monitoring efforts and findings. With the implementation of Standard Condition SC-CUL-1 and SC-CUL-3, impacts would be less than significant.

***Standard Conditions and Requirements*:** Refer to Standard Condition SC-CUL-1, SC-CUL-3, and SC-CUL-4 through SC-CUL-7 below.

***Mitigation Measures*:** No mitigation measures are required.

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

Less Than Significant Impact. No evidence of human remains was identified as part of the Cultural and Paleontological Resources Report. Nonetheless, if human remains are found, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, State Health and Safety Code Section 7050.5 requires if any human remains are accidentally discovered during excavation of a site, the County Coroner shall be notified of the find immediately, and no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. As required by State law, if the remains are determined to be Native American, the County Coroner shall notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized

representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC and shall have the opportunity to offer recommendations for the disposition of the remains (refer to Standard Condition SC-CUL-8 below). Further, SC-CUL-2 would ensure that Native American human remains shall not be governed by public disclosure requirements of the California Public Records Act. SC-CUL-4 would ensure inadvertent discoveries of Native American tribal cultural resource are preserved-in-place, reburied on-site, or a combination of the two in consultation with the tribes. Following compliance with the City's Standard Conditions of Approval, impacts related to the disturbance of human remains would be less than significant.

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

***Mitigation Measures*:** No mitigation measures are required.

STANDARD CONDITIONS AND REQUIREMENTS:

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

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

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

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

a. Project grading and development scheduling;
b. The project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will

conduct earthwork or grading activities that begin work on the project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; and

c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources' evaluation.

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

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

i. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.

ii. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

iii. Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.

iv. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.

v. If the find is determined to be significant and avoidance of the site has not achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.

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

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

a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department:
   i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

   ii. Reburial of the resources on the project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

   iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have

been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

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

SC-CUL-6 **Native American Monitoring (Soboba)**. Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the project Archaeologist.

SC-CUL-7 **Archeology Report - Phase III and IV**. Prior to final inspection, the developer/permit holder shall prompt the project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

SC-CUL-8 **Human Remains**. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The

most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

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4.6 Energy

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

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

REGULATORY FRAMEWORK

State

California Building Energy Efficiency Standards (Title 24)

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

California Green Building Standards (CALGreen)

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed CALGreen to meet the State's landmark initiative Assembly Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.[16]

California Public Utilities Commission Energy Efficiency Strategic Plan

[16] U.S. Green Building Council, *Green Building Costs and Savings*, https://www.usgbc.org/articles/green-building-costs-and-savings, accessed September 10, 2024.

The California Public Utilities Commission (CPUC) prepared an *Energy Efficiency Strategic Plan* (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in GHGs. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California's single roadmap to achieving maximum energy savings in the State between 2009 and 2020, and beyond 2020. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings, as a result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes four bold strategies:

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

California Energy Commission Integrated Energy Policy Report

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

The CEC adopted the 2023 Integrated Energy Policy Report (2023 IEPR) on February 14, 2024. The 2023 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. The 2023 IEPR discusses speeding connection of clean resources to the electricity grid, the potential use of clean and renewable hydrogen, and the California Energy Demand Forecast to 2040.

Local

City of Menifee General Plan

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

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

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

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

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

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

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

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

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

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

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

Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

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.

CEQA Guidelines Appendix F

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

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

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

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

Less Than Significant Impact.

Project-Related Sources of Energy Consumption

This analysis focuses on two sources of energy that are relevant to the proposed project: electricity, and transportation fuel for vehicle trips and off-road equipment associated with project construction and operations. The analysis of operational electricity usage is based on the California Emissions Estimator Model version 2022.1 (CalEEMod) modeling results for the project. The project's estimated electricity is based primarily on CalEEMod's default settings for Riverside County (County), and consumption factors provided by the Southern California Edison (SCE), the electricity provider for the City and the project site. It should be noted that the proposed project would not consume natural gas on-site. The results of the CalEEMod modeling are included in Appendix A, *Air Quality/Greenhouse Gas/Energy Modeling Results*. The amount of operational fuel consumption was estimated using the California Air Resource Board's (CARB) EMission FACtors (EMFAC2021) website platform which provides projections for typical daily fuel usage in the County, and the project's annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction fuel consumption is based on the project's construction equipment list, timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips. The project's estimated energy consumption is summarized in Table 4.6-1, *Project and Countywide Energy Consumption*. **(CEQA Appendix F - Criterion 1)**.

Table 4.6-1
Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	Riverside County Annual Energy Consumption[2]	Percentage Increase Countywide
Operational Energy Consumption			
Phase 1 Electricity Consumption	1,128 MWh	17,780,573 MWh	0.0063%
Full Buildout (Phase 1 and Phase 2) Electricity Consumption	1,418 MWh	17,780,573 MWh	0.0080%
Operational Fuel Consumption (gallons)[3]			
Phase 1 Operational Fuel Consumption	491,777	938,863,421	0.0005%
Full Buildout (Phase 1 and Phase 2) Operational Fuel Consumption	598,212	908,000,241	0.0659%
Construction Fuel Consumption (gallons)[3]			
Phase 1			
Construction On-Road Fuel Consumption	16,011	692,307,874	0.0023%
Construction Off-Road Fuel Consumption	24,786	27,505,678	0.0901%
Phase 2			
Construction On-Road Fuel Consumption	3,806	658,939,639	0.0006%
Construction Off-Road Fuel Consumption	15,081	27,836,758	0.0542%

Energy Type	Project Annual Energy Consumption[1]	Riverside County Annual Energy Consumption[2]	Percentage Increase Countywide
Notes: 1. As modeled in CalEEMod version 2022.1. 2. The project increases in electricity consumption are compared to the total consumption in the County in 2022, the latest year consumption data available. The project Phase 1 increases in operational fuel consumption are compared with the projected Countywide fuel consumption in 2026 (Phase 1 operational year), and project full buildout increases in operational fuel consumption are compared with the projected Countywide fuel consumption in 2029 (Phase 2 operational year). The project Phase 1 increases in construction fuel consumption are compared with the projected Countywide fuel consumption in 2025 (Phase 1 construction start year), and project Phase 2 increases in construction fuel consumption are compared with the projected Countywide fuel consumption in 2028 (Phase 2 construction start year). Riverside County electricity consumption data source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms. energy.ca.gov/elecbycounty.aspx, accessed September 10, 2024. 3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the CARB EMFAC2021 model. Refer to Appendix A for assumptions used in this analysis.			

Construction

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

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

Substantial reductions in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than non-recycled materials.[17] The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source materials.[18] The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. As indicated in Table 4.6-1, the highest on-road fuel consumption and off-road fuel consumption would occur during Phase 1 of the project construction, which would be approximately 16,011 gallons and 24,786 gallons, respectively. Consequently, the project's Phase 1 on-road construction fuel consumption and off-road construction equipment diesel fuel consumption would increase County's consumption for the year 2025 by 0.0023 percent and 0.0901 percent, respectively. During Phase 2 of the project construction, the on-road fuel consumption and off-road fuel consumption would be approximately 3,806 gallons and 15,081 gallons, respectively. Consequently, the project's Phase 2 on-road construction fuel consumption and off-road construction equipment diesel fuel consumption would increase County's consumption for the year 2028 by 0.0006

[17] California Department of Resources Recycling and Recovery, *Green Building Materials*, https://www.calrecycle.ca.gov/greenbuilding/materials#Material, accessed September 10, 2024.
[18] Ibid.

percent and 0.0542 percent, respectively. As such, construction would have a nominal effect on the local and regional energy supplies (**CEQA Appendix F - Criterion 2**).

It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Additionally, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13, Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the EPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements, such as the 2022 CALGreen Code, the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects. As such, a less than significant impact would occur. (**CEQA Appendix F - Criterion 5**). Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

Operations

Transportation Energy Demand

Pursuant to the federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 4.6-1, the project's operational automotive transportation at full buildout (Phase 1 and Phase 2) is an estimate of the daily fuel consumed by vehicles traveling to and from the project site. As indicated in Table 4.6-1, project operational daily trips are estimated to consume approximately 598,212 gallons of fuel per year at full buildout, which would increase the County's automotive fuel consumption by 0.0659 percent of the County's forecasted annual consumption of fuel for the buildout year of 2029. As such, the proposed project would account for a nominal percentage of the forecasted annual operational automotive fuel consumption for both the City and County and, thus, would have a nominal effect on the local and regional energy supplies. The project does not propose any unusual features that would result in excessive long-term operational fuel consumption (**CEQA Appendix F - Criterion 2**).

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed project. However, the project would provide bicycle parking and electric vehicle (EV) charging station in accordance with the 2022 Title 24 standards and CALGreen Code. These project design features would encourage and support the use of bicycles and EVs within the proposed commercial development and thus reduce the petroleum fuel consumption (**CEQA Appendix F - Criterion 4** and **Criterion 6**).

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

Building Energy Demand

The CEC developed 2024 to 2040 forecasts for energy consumption and peak demand in support of the 2023 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic

growth projections. CEC forecasted baseline electricity consumption grows at a rate of about 1.7 percent annually through 2040.[19] The natural gas consumption grows at a rate of about 0.2 percent annually through 2035.[20] As shown in Table 4.6-1, the project's operational energy consumption at full buildout would result in an annual electricity consumption of 1,418 MWh and would result in a net increase of approximately 0.008 percent. As previously stated, the proposed project would not consume natural gas on-site. As such, the project's energy consumption would be significantly below CEC's forecasts and the current Countywide usage. Therefore, the project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies **(CEQA Appendix F - Criterion 2)**. The project would also consume energy during the same time periods as other commercial development. As a result, the project would not result in unique or more intensive peak or base period electricity demand **(CEQA Appendix F - Criterion 3)**.

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

Furthermore, the electricity provider, SCE, is subject to California's Renewable Portfolio Standards (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030 and 100 percent of total procurement by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects will not result in the waste of the finite energy resources. In compliance with Title 24, including the CALGreen Code, the project would install high efficiency lighting and energy efficient appliances. As a result, the project would ensure energy consumption to be kept to a minimum through these components. The project also includes solar ready roofs on the proposed commercial buildings in compliance with 2022 Title 24 and CALGreen Code requirements **(CEQA Appendix F - Criterion 5).**

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

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The City currently does not have a plan pertaining to renewable energy or energy efficiency. The applicable State plans and policies for renewable energy and energy efficiency include the 2022 Title 24 standards, the 2022 CALGreen Code, the California Public Utilities Commission (CPUC's) Energy Efficiency Strategic Plan, and CEC's 2023 IEPR. The project would comply with sustainable practices included in the CALGreen Code and 2022 Title 24 standards. The project would exceed Title 24 standards and install high-efficiency lighting, solar-ready roof, energy-efficient appliances, generate on-site renewable energy, and install low-flow fixtures, water-efficiency irrigation, and drought tolerant landscape. The project would also provide bicycle parking and electric vehicle charging stations in accordance with the 2022 Title 24 standards and CALGreen Code. As such, compliance with 2022

[19] California Energy Commission, *2023 Integrated Energy Policy Report, page 130*, July 14, 2024.

[20] Based on *2023 Integrated Energy Policy Report*, the gas forecast is updated every two years, in odd years. As such, the natural gas consumption shown here is based on the California Energy Commission, *Final 2022 Integrated Energy Policy Report Update, page 140*, May 10, 2023.

Title 24 standards and 2022 CALGreen Code would ensure the project incorporates energy-efficient windows, insulation, lighting, and ventilation systems, which are consistent with the Energy Efficiency Strategic Plan strategies, the IEPR building energy efficiency recommendations, and General Plan Goal LU-1 (Policies LU-1.1, LU-1.5) and Goal OSC-4 (Policies OCS-4.1, OCS-4.2, OCS-4.3). Additionally, per the RPS, the project would utilize electricity provided by SCE that is composed of 33.2 percent renewable energy as of 2022 and would achieve at least 60 percent renewable energy by 2030.[21] Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

Mitigation Measures: No mitigation measures are require

[21] California Energy Commission, *Southern California Edison 2022 Power Content Label*, https://www.sce.com/sites/default/files/custom-files/PDF_Files/SCE_2022_Power_Content_Label_B%26W.pdf, accessed September 10, 2024.

4.7 Geology and Soils

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

This section is primarily based upon the *Preliminary Geotechnical and Infiltration Feasibility Investigation Proposed Fitwell Campus APN 360-350-014 Menifee, California* (Geotechnical Evaluation) prepared by LOR Geotechnical Group, Inc., dated April 4, 2023; refer to Appendix D, *Geotechnical Evaluation*.

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

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

No Impact. The project site, like the rest of Southern California, is located within a seismically active margin between the North American and Pacific tectonic plates. Faults that have historically produced earthquakes or show evidence of movement within the past 11,000 years are known as "active faults." According to the Geotechnical Evaluation, no known active faults cross the project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone. In addition, the site is not located within a County of Riverside-designated fault zone. The nearest Fault Zone to the project

site is the Wildomar segment of the Elsinore Fault Zone, located approximately 6.8 miles to the southwest.[22] Therefore, the potential for fault rupture on-site is considered very low. No impact would occur.

Mitigation Measures: No mitigation measures are required.

2) Strong seismic ground shaking?

Less Than Significant Impact. According to the Geotechnical Evaluation, the project site is located in a region of generally high seismicity (Southern California). As such, the project site is expected to experience strong ground motions from earthquakes on regional and/or local causative faults. As previously mentioned, the Elsinore Fault Zone is the closest active fault, and it is located approximately 6.8 miles to the southwest. Two significant faults, the San Jacinto and the San Andreas faults, are located approximately 13.7 miles and approximately 29.5 miles to the northeast, respectively. However, active or potentially active faults are not known to exist on or in the immediate vicinity of the site. Nevertheless, in conformance with existing seismic design requirements of the California Building Code, the project would be subject to the site-specific seismic design recommendations identified in the Geotechnical Evaluation to minimize the potential for damage and major injury during a seismic event; refer to the *Recommendations* section of Appendix D. Modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement. Conformance with the seismic design recommendations identified in the Geotechnical Evaluation would ensure impacts related to ground shaking are less than significant.

Mitigation Measures: No mitigation measures are required.

3) Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater occurs at shallow depth (generally within 50 feet of the ground surface) or where lands are underlain by loose, cohesionless deposits. Liquefaction typically results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata behave similarly to a heavy liquid.

According to the Geotechnical Evaluation, although shallow groundwater in the form of water perched upon the underlying bedrock is known to exist at the site, hard bedrock is present at shallow depth. In addition, the remedial grading recommendations outlined in the *Recommendations* section of Appendix D are anticipated to mitigate any near surface loose (soft) soil conditions. Further, the project site is not located in an area considered susceptible to liquefaction based on Exhibit S-3, *Liquefaction and Landslides*, of the General Plan Safety Element. No impact would occur in this regard.

4) Landslides?

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

Mitigation Measures: No mitigation measures are required.

[22] California Department of Conservation, *EQ Zapp: California Earthquake Hazards Zone Application*, https://www.conservation.ca.gov/cgs/geohazards/eq-zapp, Accessed July 12, 2024.

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

Less Than Significant Impact. The primary concern in regard to soil erosion or loss of topsoil would be from construction activities associated with the project, which could expose soils to short-term erosion by wind and water. Soil disturbance would temporarily occur during earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction, and grading. Disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project site. According to the Geotechnical Evaluation, soil materials on the site are susceptible to erosion by running water. Measures should be provided to prevent surface water from flowing over slope faces. Slopes at the project should be planted with a deep-rooted ground cover as soon as possible after completion. Furthermore, the project would be subject to compliance with the requirements set forth in the Santa Ana RWQCB's Stormwater Quality Management Plan (SQMP) and the City's Water Quality Management Plan (WQMP) to reduce potential for soil erosion. The project would also employ Best Management Practices (BMPs) during construction to control runoff from discharging from the site during project construction; refer to Section 4.10, *Hydrology and Water Quality*. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

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

LATERAL SPREADING

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move down slope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, the liquefiable soil zone must be laterally continuous, unconstrained laterally, and free to move along sloping ground. According to the Geotechnical Evaluation, the project site is not subject to seismic-related ground failure (i.e., liquefaction). As a result, the lateral spread is anticipated to be negligible. No impact would occur in this regard.

SUBSIDENCE

According to the U.S. Geological Survey, land subsidence occurs when large amounts of groundwater have been withdrawn from certain types of rocks, such as fine-grained sediments.[23] The rock compacts because the water is partly responsible for holding the ground up. When the water is withdrawn, the rocks fall in on themselves. Events, other than the removal of groundwater, that can cause land subsidence include aquifer-system compaction, drainage of organic soils, underground mining, hydrocompaction, natural compaction, sinkholes, and thawing permafrost. According to the Geotechnical Evaluation, the potential for subsidence to affect the site is considered very low based on the nature of the underlying old alluvial fan deposits and lack of onsite faulting. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

[23] United States Geologic Survey, *Land Subsidence*, https://www.usgs.gov/special-topics/water-science-school/science/land-subsidence, accessed January 14, 2025.

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

Less Than Significant Impact. Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements. According to the Geotechnical Evaluation, laboratory testing indicates that the majority of onsite soils exhibited low potential for expansiveness, and do not meet the criteria of detrimentally expansive soils as defined in Section 1803.5.3 of the California Building Code. However, specialized construction procedures to resist expansive soil activity are considered necessary and are provided within the *Recommendations* section of Appendix D. Compliance with the site-specific design recommendations identified in the Geotechnical Evaluation would reduce potential impacts relative to expansive soils to less than significant levels. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project area has a high sensitivity for paleontological resources, increasing with depth. The project area and its surroundings are mapped as Holocene and late to middle Pleistocene alluvium at surface to varying depths. These alluvial units are known to be sensitive for significant fossil resources. Excavations required for the project, with an anticipated maximum depth of 5 to 8 feet below ground surface (bgs), are not likely to extend below these alluvial deposits to the underlying granitic bedrock, except in the eastern and southern portions of the project area where granite is found at shallow depth. Excavations that extend below the recent disturbances to the project area, therefore, have the potential to encounter paleontological resources.

A Records Search at the Western Science Center showed no previously identified fossil localities within the project site itself. These databases record one locality (Dooley et al. 2019) bearing vertebrate fossils within six miles of the project area in similar sedimentary deposits as those found on the project site.

To protect potential subsurface paleontological resources, Standard Condition-SC-GEO-1 and SC-GEO-2 would require a Society of Vertebrate Paleontology (SVP)-qualified paleontologist to be retained prior to ground-disturbing construction activities to provide evaluation, recommendations, and data recovery in the event of inadvertent discovery of paleontological resources. In addition, Standard Condition SC-GEO-3 would require that excavations within 50 feet of discovered fossils or fossil-bearing deposits be temporarily halted or diverted until further evaluation is completed by the retained paleontologist. With implementation of Standard Conditions SC-GEO-1 through SC-GEO-3, impacts would be less than significant.

***Standard Conditions and Requirements*:**

SC-GEO-1 Prior to grading or excavation in sedimentary deposits and/or sedimentary rock material other than topsoil, the contractor shall retain an SVP-qualified paleontologist to monitor or oversee monitoring of these activities. In the event that fossils are discovered during grading at any depth, the on-site construction supervisor shall be notified and shall redirect work away from the location of the

discovery. The recommendations of the paleontologist shall be implemented with respect to the evaluation and recovery of fossils, after which the on-site construction supervisor shall be notified and shall direct work to continue in the location of the fossil discovery.

SC-GEO-2 If the fossils are determined to be significant, then the SVP-qualified paleontologist shall prepare and implement a data recovery plan. The plan shall include the following measures at a minimum:

- The paleontologist shall ensure that all significant fossils collected are cleaned, identified, catalogued, and permanently curated with an appropriate institution with a research interest in the materials (which may include the Western Science Center);
- The paleontologist shall ensure that specialty studies are completed, as appropriate, for any significant fossil collected;
- The paleontologist shall ensure that curation of fossils is completed in consultation with the City. The curation institution's acceptance letter shall be submitted to the City.

SC-GEO-3 In the event that fossils or fossil-bearing deposits are discovered during ground disturbance activities, excavations within fifty (50) feet of the find shall be temporarily halted or diverted. The contractor shall consult with a qualified paleontologist to examine the discovery and assess the significance of the find. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the Community Development Department to determine procedures that would be followed before ground disturbance is allowed to resume at the location of the find. If in consultation with the paleontologist, the project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important. The plan shall be submitted to the Community Development Department for review and approval, and the project proponent shall implement the approval plan.

If no fossils have been recovered after 50 percent of excavation has been completed, full-time monitoring may be modified to weekly spot-check monitoring at the discretion of the qualified paleontologist. The qualified paleontologist may recommend to the client to reduce paleontological monitoring based on observations of specific site conditions during initial monitoring (e.g., if the geologic setting precludes the occurrence of fossils). The recommendation to reduce or discontinue paleontological monitoring in the project area shall be based on the professional opinion of the qualified paleontologist regarding the potential for fossils to be present after a reasonable extent of the geology and stratigraphy has been evaluated.

A qualified professional paleontologist is a professional with a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least one year of full-time professional experience or equivalent specialized training in paleontological research (i.e., the identification of fossil deposits, application of paleontological field and laboratory procedures and techniques, and curation of fossil specimens), and at least four months of supervised field and analytic experience in general North American paleontology as defined by the SVP.

Mitigation Measures: No mitigation measures are required.

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4.8 Greenhouse Gas Emissions

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

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

GLOBAL CLIMATE CHANGE

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 371.1 million metric tons of carbon dioxide equivalent ($MTCO_2e$) per year.[24] Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of carbon dioxide (CO_2), CH_4, and nitrous dioxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. As of September 2024, the highest monthly average concentration of CO_2 in the atmosphere was recorded at 426.5 ppm.[25]

REGULATORY FRAMEWORK

Federal

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2e)[26] concentration is required to keep global mean warming below 2 degrees Celsius (^oC), which in turn is assumed to be necessary to avoid dangerous climate change.

[24] California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2022,* September 20, 2024.
[25] Scripps Institution of Oceanography, *Carbon Dioxide Concentration at Mauna Loa Observatory*, https://keelingcurve.ucsd.edu/, accessed September 3, 2024.
[26] Carbon Dioxide Equivalent (CO_2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

State

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

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

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

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

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

CARB Scoping Plan. On December 11, 2008, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce GHG emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 million $MTCO_2e$ under a business as usual (BAU)[27] scenario. This is a reduction of 42 million $MTCO_2e$, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

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

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive

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

Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal."

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update was finalized in November 2017 and approved on December 14, 2017 and reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan Update establishes a new Statewide emissions limit of 260 million $MTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

On December 15, 2022, CARB released the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), which identifies the strategies achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan. Specifically, this plan:

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

Local

Southern California Association of Governments Regional Transportation Plan/ Sustainable Communities Strategy

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

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;

- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

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

The most recent 2024-2050 RTP/SCS (Connect SoCal 2024) was adopted by SCAG's Regional Council in April 2024. The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. The Connect SoCal 2024 sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by the CARB. In addition, the Connect SoCal 2024 is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements. These are articulated in a set of Regional Strategic Investments, Regional Planning Policies, and Implementation Strategies. The Regional Planning Policies are a resource for County Transportation Commissions (CTCs) and local jurisdictions, who can refer to specific policies to demonstrate alignment with the Connect SoCal 2024 when seeking resources from State or federal programs. The Implementation Strategies articulate priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies.

City of Menifee General Plan

The *City of Menifee General Plan Vision 2030* (General Plan) was adopted in 2013. The General Plan describes the desired, positive future of the City by conceiving important desired characteristics. The General Plan is made up of eight elements: Land Use, Housing, Circulation, Open Space, and Conservation, Community Design, Economic Development, Safety, and Noise. Applicable goals and policies related to GHG reduction from the General Plan Open Space and Recreation Element are listed below.

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

> **Policy OSC-4.1:** Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
>
> **Policy OSC-4.2:** Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.

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

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

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

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

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

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

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

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

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

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of the project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the project.

The proposed project consists of the development of two buildings in two phases. Phase 1 would include the development of an approximately 69,618-square-foot building, which would house a fitness center, multipurpose center, and museum in the southern portion of the project site. Phase 1 construction would start in October 2025 and end by the end of November 2026. Phase 2, proposed for future development, would include an approximately 16,616-square-foot two-story office building in the northern portion of the project site. Phase 2 construction would start in January 2028 and end in January 2029. Project-related GHG emissions include emissions from direct and indirect sources. Direct project-related GHG emissions include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. The California Emissions Estimator Model version 2022.1 (CalEEMod) was used to calculate project-related GHG emissions. Table 4.8-1, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions associated with the proposed project; refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Modeling Results* for the CalEEMod outputs.

Table 4.8-1
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1]				
Direct Emissions					
Construction (amortized over 30 years)	19.30	<0.01	<0.01	0.02	19.45
Mobile Source	3,927.00	0.16	0.18	5.95	3,992.00
Area Source	1.58	0.01	0.01	0.00	1.59
Refrigerants	0.00	0.00	0.00	0.10	0.22
Total Direct Emissions[2]	*3,947.88*	*0.17*	*0.19*	*6.07*	*4,013.26*
Indirect Emissions					
Energy	341.90	0.02	0.01	0.00	343.20
Water Demand	22.51	0.36	0.01	0.00	34.10
Solid Waste	45.60	4.56	0.00	0.00	160.00
Total Indirect Emissions[2]	*410.01*	*4.94*	*0.02*	*0.00*	*537.30*
Total Project-Related Emissions[2]	***4,550.56 $MTCO_2e$/year***				

Notes:
1. Emissions are calculated using the California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.
2. Totals may be slightly off due to rounding.

Refer to Appendix A for detailed model input/output data.

Direct Project-Related Sources of Greenhouse Gases

Construction Emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[28] As shown in Table 4.8-1, the proposed project would result in 19.45 $MTCO_2e$ per year construction emissions when amortized over 30 years (or a total of 583.50 $MTCO_2e$ in 30 years).

Area Source. Area source emissions were calculated using CalEEMod and project-specific land use data. Project-related area sources include consumer products and architectural coatings. The project would use all-electric landscaping equipment. However, as a conservative analysis, this project design feature was not modeled in CalEEMod. The project would directly result in 1.59 $MTCO_2e$ per year from area source emissions; refer to Table 4.8-1.

Mobile Source. CalEEMod relies upon trip generation rates from the Traffic Impact Analysis prepared by Michael Baker International, included as Appendix H. Based on the Trip Generation Table, the proposed project would generate 2,376 average daily trips, including 68 trips during the a.m. peak hour and 625 trips during the p.m. peak hour. The project would result in approximately 3,992.00 $MTCO_2e$ per year of mobile source-generated GHG emissions; refer to Table 4.8-1.

Refrigerants. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are Hydrofluorocarbons (HFCs) or blends thereof, which can have high Global Warning Potential (GWP) values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over

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

the equipment lifetime, and then derives average annual emissions from the lifetime estimate. The proposed project would result in 0.22 $MTCO_2e$ per year of GHG emissions from refrigerants; refer to Table 4.8-1.

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Southern California Edison (SCE) would provide electricity to the project site. Per the Applicant, the project would not consume natural gas on-site. The project would exceed Title 24 standards, install high-efficiency lighting, solar ready roofs, and energy efficient appliances, and generate on-site renewable energy. However, as a conservative analysis, these project design features were not modeled in CalEEMod. The project would indirectly result in 343.20 $MTCO_2e$ per year due to energy consumption; refer to Table 4.8-1.

Water Demand. The project operations would result in a demand of approximately 11.76 million gallons of water per year. The proposed project would install low-flow fixtures, water-efficiency irrigation, and drought tolerant landscape. However, as a conservative analysis, these project design features were not modeled in CalEEMod. Emissions from indirect energy impacts due to water supply would result in 34.10 $MTCO_2e$ per year; refer to Table 4.8-1.

Solid Waste. Solid waste associated with operations of the proposed project would result in 160.00 $MTCO_2e$ per year; refer to Table 4.8-1.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4.8-1, the total amount of project-related GHG emissions from direct and indirect sources combined would total 4,550.56 $MTCO_2e$ per year.

Consistency with Applicable GHG Plans, Policies, or Regulations

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

Consistency with the 2022 CARB Scoping Plan

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

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

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	**Consistent**. The proposed project would develop two buildings: a building with a fitness center, a multi-purpose center, and a museum; and an office building. There are no fitness centers within the 1.5-mile radius of the project site. The proposed fitness center would shorten the trip distance for nearby residents. Additionally, the existing Riverside Transit Agency (RTA) bus stops are located within one mile to the southeast of the project site. Furthermore, the project would provide bicycle parking and electric vehicle charging stations, which would promote alternative modes of transportation to reduce VMT. As such, the project would be consistent with this action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	**Consistent.** The project would not use natural gas on-site. Furthermore, the project would install high efficiency lighting and appliances, and use all electric efficient appliances. As such, the project would be consistent with this action.
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045	**Consistent.** The City of Menifee has not adopted an ordinance or program requiring electricity-powered construction equipment. However, if adopted, the project would be required to comply with the applicable goals or policies requiring the use of electric construction equipment in the future. Furthermore, project construction would be completed prior to 2030. As such, the project would be consistent with this action.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	**Consistent**. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. As such, the project would be consistent with this action.
Source: California Air Resources Board, *2022 Scoping Plan*, November 16, 2022.	

Consistency with the SCAG 2020-2045 RTP/SCS

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

As mentioned above, Connect SoCal 2024 was adopted on April 4, 2024. However, CARB concluded that the technical methodology SCAG used to quantify the GHG emission reductions for the Connect SoCal 2024 does not operate

accurately.[29] At the time of preparation of this Initial Study, CARB has not made its determination. Review by CARB is limited to acceptance or rejection of SCAG's determination that its SCS would, if implemented, achieve the region's GHG emissions reduction target. If CARB rejects SCAG's determination of meeting the GHG emission target, SCAG would need to revise the SCS or adopt an alternative planning strategy demonstrating the ability to achieve the target. As such, until CARB makes the decision, Connect SoCal 2024 is not a fully adopted document and is potentially subject to further updates, especially from the GHG reduction perspective of the methods and assumptions of the calculation of Auto Operating Costs (AOC)[30], induced travel, electric vehicle incentives, job center parking and parking deregulation, off-model strategy assumptions, and emissions factors. As CARB has not made the decision at the time of preparation of this document, the consistency analysis shown in Table 4.8-3 relies upon the 2020-2045 RTP/SCS. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

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

Reduction Strategy	Applicable Land Use Tools	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
Focus Growth Near Destinations and Mobility Options			
A) Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations B) Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets C) Plan for growth near transit investments and support implementation of first/last mile strategies D) Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses E) Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	A) The project would propose two buildings on a vacant lot in an area with no fitness center within the 1.5-mile radius: one with fitness center, museum, and multipurpose center, and one office. The project would be located near the existing RTA bus stops and would provide on-site bicycle parking. Therefore, the project would develop a unique land use that is not present within 1.5-mile radius and would also provide multimodal access to the existing residential uses. B) The project would involve the development of an access road to the project site on Haun Road, which would connect the proposed commercial developments to the existing residential developments. Furthermore, access and circulation improvements would be designed and constructed consistent with City design and engineering standards. Existing RTA bus stops are located within one mile to the southeast of the project site. C) Existing RTA bus stops are located within one mile to the southeast of the project site. D) The proposed project would develop two buildings on vacant land. This strategy is not applicable to this project. E) The proposed project would develop two buildings on vacant land. One of the buildings	**Consistent. The project would be consistent with the strategy.**

[29] California Air Resources Board, *RE: CARB Review of Southern California Association of Governments' 2024 SCS Senate Bill 375 Greenhouse Gas Emissions Draft Technical Methodology, March 29, 2024.* https://ww2.arb.ca.gov/sites/default/files/2024-04/SCAG%20memo%20final.pdf, accessed, September 4, 2024.

[30] AOC is used as key variable across several major model components of the travel demand model, such as vehicle ownership, destination choice, and mode choice. This parameter represents the expenses associated with the usage of vehicles, expressed in cents per mile or dollar per mile. AOC plays a pivotal role as a fundamental parameter within the travel demand model.

Reduction Strategy	Applicable Land Use Tools	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
neighborhoods F) Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) G) Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)		would house a fitness center, which would be the only fitness center within the 1.5-mile radius. Furthermore, the proposed project would also develop a multipurpose room, a museum and an office building. These would increase amenities and connectivity in existing neighborhoods. F) The proposed project would be located within one mile of existing RTA stops. Furthermore, the proposed project would provide bicycle parking. These features would promote alternative modes of transportation and reduce the reliance on the number of solo car trips. G) The provided parking spaces would be compliance with the City requirements. This strategy is not applicable to the project.	
Promote Diverse Housing Choices			
A) Preserve and rehabilitate affordable housing and prevent displacement B) Identify funding opportunities for new workforce and affordable housing development C) Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply D) Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	**PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.**	The project would involve development of two commercial buildings. Therefore, the reduction strategy would not be applicable to the project.	**Not Applicable.**
Leverage Technology Innovations			
A) Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space B) Improve access to services through technology—such as telework and	**HQTA, TPAs, NMA, Livable Corridors.**	A) The project would provide bicycle parking and electric vehicle charging stations in accordance with the 2022 Title 24 standards and CALGreen Code. These features would promote low emission technologies such as bicycle and electric vehicles. B) This reduction strategy does not apply to the proposed project. C) The project would install a solar ready roof and generate renewable energy on-site. Therefore, the proposed project would incorporate "micro-power grids" in the community.	**Consistent. The project would be consistent with this reduction strategy.**

Reduction Strategy	Applicable Land Use Tools	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments C) Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage, and power generation			
Support Implementation of Sustainability Policies			
A) Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions B) Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations C) Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space D) Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies E) Enhance partnerships with other planning organizations to promote resources and best	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	A) This strategy is associated with City-wide planning efforts and are not applicable to individual development projects. However, the project would comply with sustainable practices included in the CALGreen Code and 2022 Title 24 standards. Furthermore, the project would exceed Title 24 standards. B) Existing RTA bus stops are located within one mile to the southeast of the project site. C) The proposed project would only involve development of two commercial buildings. As such, this is not applicable. D) The project would comply with sustainable practices included in the CALGreen Code and 2022 Title 24 standards. Furthermore, the project would exceed Title 24 standards and install high-efficiency lighting, solar-ready roof, and energy-efficient appliances, and generate on-site renewable energy. Additionally, the project would install low-flow fixtures, water-efficiency irrigation, and drought tolerant landscape. As previously discussed, the proposed project would be located within one mile of the existing bus stops and provide bicycle parking and electric vehicle charging stations, which would promote alternative modes of transportation. E) The proposed project would provide jobs and new amenities to the nearby existing residential developments. F) This strategy is associated with City-wide planning efforts and is not applicable to individual development projects. G) This strategy is associated with City-wide planning efforts and is not applicable to individual development projects.	**Consistent. The project would be consistent with this reduction strategy.**

Reduction Strategy	Applicable Land Use Tools	Description of Project Measure(s) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
practices in the SCAG region F) Continue to support long range planning efforts by local jurisdictions G) Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy			
Promote a Green Region			
A) Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards B) Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration C) Integrate local food production into the regional landscape D) Promote more resource efficient development focused on conservation, recycling and reclamation E) Preserve, enhance and restore regional wildlife connectivity F) Reduce consumption of resource areas, including agricultural land G) Identify ways to improve access to public park space	**Green Region, Urban Greening, Greenbelts and Community Separators.**	A) The project would be required to comply with the CALGreen Code and 2022 Title 24 standards. Furthermore, it would exceed Title 24 standards and install high-efficiency lighting, solar-ready roof, and energy-efficient appliances, and generate on-site renewable energy. Additionally, it would install low-flow fixtures, water-efficient irrigation, and drought-tolerant landscape. B) The proposed project involves the development of two commercial buildings on a disturbed vacant lot and would, therefore, not interfere with regional wildlife connectivity or concert agricultural land. The project would be required to comply with the CALGreen Code and 2022 Title 24 standards, which would help reduce energy consumption and GHG emissions. Furthermore, the project would exceed the Title 24 standards, install solar solar-ready roof, and generate renewable energy on-site. Thus, the project would support efficient development that reduces energy consumption and GHG emissions. C) The project would not propose any use related to food production. D) The project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. E) The project would not involve such uses. F) The project would not propose any use related to food production. G) The project would not propose public park space.	**Consistent. The project would be consistent with this reduction strategy.**

Source: Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.

Consistency with the City of Menifee General Plan

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

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

Goals and Policies	Project Consistency
Goal OSC-4: Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.	
Policy OSC-4.1: Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.	**Consistent.** The project would comply with the CALGreen Code and exceed the Title 24 Standards. The project would incorporate energy-efficiency building design features, such as installing high-efficiency lighting and appliances. In addition, the project would generate on-site renewable energy and install solar-ready roofs. Furthermore, the project would provide bicycle parking and electric vehicle charging stations, which would promote alternative modes of transportation. As such, the project would be consistent with this policy.
Policy OSC-4.2: Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.	**Consistent.** The project would install a solar ready roof and generate renewable energy on-site in compliance with 2022 Title 24 and CALGreen Code requirements. As such, the project would be consistent with this policy.
Goal OSC-9: Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.	
Policy OCS-9.5: Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.	**Consistent.** As discussed above, the project would comply with CALGreen Code and exceed the Title 24 Standards. As such, the project would be consistent with this policy.
Source: City of Menifee, *City of Menifee General Plan Vision 2030*, 2013.	

Conclusion

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

***Mitigation Measures*:** No mitigation measures are required.

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

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

***Mitigation Measures*:** No mitigation measures are required.

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4.9 Hazards and Hazardous Materials

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

This section is primarily based upon the *Phase I Environmental Site Assessment Report, Proposed Fitwell Health Campus, 8.27 Acres of Vacant Land, APN 360-350-014, Menifee, Riverside County, California*, prepared by LOR Geotechnical Group, Inc., dated March 29, 2023; refer to Appendix E, *Phase I ESA*.

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

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

Construction

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

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

Operations

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

Mitigation Measures: No mitigation measures are required.

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

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

Construction

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

Construction activities could also result in accidental conditions involving existing on-site contamination. Based on the Phase I ESA, the project site is leased for dryland farming, dating back to at least the 1950s. Per the Phase I ESA, the Department of Toxic Substance Control (DTSC) 2008 Interim Guidance for Sampling Ag Properties indicates that properties used for dryland farming do not need further investigation for pesticides or metals. Further, the assessment found no recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), or significant data gaps in connection with the project site. Based on the forgoing analysis, impacts associated with accidental release of hazardous materials during construction activities would be less than significant.

Operations

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

Mitigation Measures: No mitigation measures are required.

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

No Impact. There are no existing or proposed schools within 0.25-mile of the project site. The closest schools to the project site include Paloma Valley High School, located approximately 1.0-mile northwest of the project site, and Menifee Valley Middle School, approximately 1.6 miles west of the project. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

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

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

Mitigation Measures: No mitigation measures are required.

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

No Impact. The nearest airport to the project site is the French Valley Airport located approximately 5.6 miles southeast of the project site. According to the *Riverside County Airport Land Use Compatibility Plan*, the project site is not located within the French Valley Airport influence area and airspace protection area.[31] Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, project implementation would not expose people residing or working in the project area to excessive airport noise levels or safety hazards. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact with Mitigation Incorporated. As indicated in Section 4.17, *Transportation*, the project does not propose changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways. The proposed project would include construction of Serlet Court, a 36-foot-wide single access road from Haun Road. No parking would be allowed on the project's entryway off Haun Road to allow for passing of fire apparatus and vehicles; refer to Response 4.9(g) below. The Riverside County Fire

[31] Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan*, Chapter 3 (Individual Airport Policies and Compatibility Maps), January 2012. https://rcaluc.org/sites/g/files/aldnop421/files/migrated/Portals-13-15-20--20Vol.-201-20French-20Valley-20Amd-202011.pdf.

Department (RCFD) would review the proposed access road and interior vehicular circulation network against the Department's requirements related to fire access and turning radius requirements. Further, should partial or full lane closures be required as part of project construction activities, implementation of a Traffic Management Plan (Construction TMP) would minimize congestion and ensure safe travel, including emergency access in the project vicinity; refer to Mitigation Measure TRA-2. Mitigation Measure TRA-3 would require preparation of a Special Event TMP should special events take place at the proposed project. As such, project implementation would not interfere with the implementation of an emergency response plan or emergency evacuation plan. With implementation of Mitigation Measure TRA-2 and TRA-3, impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measures TRA-2 and TRA-3 in Section 4.17.

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

Less Than Significant Impact with Mitigation Incorporated. According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone Map Viewer, the project site is not designated as being within a fire hazard severity zone in the State or Local Responsibility Area.[32] However, as noted in Section 4.15, *Public Services*, the project site is located in an area that is unable to achieve the target RCFD response time of four minutes. As a result, the RCFD Office of the Fire Marshal at City of Menifee has conditioned the project with several design measures for the project to ensure adequate access and circulation for emergency vehicles and evacuations, detailed in the Application for Alternate Materials and Methods (AM&M), approved on February 27, 2025, and incorporated into this document as **Mitigation Measure HAZ-1**.[33] With adherence to **Mitigation Measure HAZ-1**, project implementation would not result in exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant with mitigation incorporated in this regard.

Mitigation Measures:

HAZ-1 **Application for Alternate Materials and Methods Compliance**. Prior to building occupancy, the project applicant shall demonstrate compliance with the Application for Alternate Materials and Methods, approved by the Riverside County Fire Department Office of the Fire Marshal at City of Menifee on February 27, 2025, in conjunction with all other applicable design standards, as follows:

- FIRE DEPARTMENT TEMPLATE: Provide fire department access road turn template throughout the site showing the outside radius 38 feet and inside 14 feet.
- NO PARKING: No parking allowed on entryway off Haun Road. "NO PARKING" signs shall be posted on both sides of the street.
- SURFACE LOAD AND CAPABILITIES: Fire apparatus access roads shall be designed to support the impose loads of fire apparatus [80,000-pound live load (gross vehicular weight) distributed over two axles] and shall be surfaced so as to provide all-weather driving capabilities [rear wheel drive apparatus] for the length and grade(s) of the fire apparatus access road.
- FIRE DEPARTMENT ACCESS: Fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an

[32] California Department of Forestry and Fire Protection, *FHSZ Viewer*, https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008accessed July 26, 2024.

[33] Riverside County Fire Department, Office of the Fire Marshal at City of Menifee*, Application for Alternate Materials and Methods*, approved February 27, 2025.

approved route around the exterior of the building or facility. A fire access road shall be provided with a minimum width of 36 feet, with parking prohibited.

- SPRINKLER SYSTEM: Buildings or structures exceeding 3,600 square feet are required to have approved CFC and NFPA 13 compliant fire sprinkler systems installed. An increase in sprinkler density shall be required to provide additional fire sprinkler coverage.

- FIRE ALARM: Install a fire alarm system as required by the California Building Code, California Fire Code and designed in accordance with adopted standards.

- EMERGENCY RESPONDER COMMUNICATION: All new buildings exceeding 50,000 square feet shall have approved in-building, two-way emergency responder communication coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems as measured at the exterior of the building.

- AERIAL FIRE APPARATUS ACCESS ROADS: Where the vertical distance between grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. Aerial fire apparatus access roads shall have unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building of portion thereof, with an unobstructed vertical clearance of 13 feet 6 inches.

- UTILITY PLAN: Private fire underground must have two points of connection.

- ADDITIONAL REQUIRED HYDRANTS: Where new water mains are extended along streets where hydrants are not needed for protection of structures or similar fire problems, fire hydrants shall be provided at spacing not to exceed 1,000 feet to provide for transportation hazards. An additional fire hydrant shall be installed at the entrance of the property with the required fire flow to provide a close water source.

- KNOX ACCESS: A rapid entry Knox Box shall be installed on the outside of the building. Key(s) shall have durable and legible tags affixed for identification of the correlating tenant space. If the building/facility is protected with a fire alarm or burglar alarm system, it is recommended that the lock box be “tamper” monitoring.

- FIRE FLOW: Minimum fire flow for the construction of all commercial buildings is required per California Fire Code Appendix B and Table B105.1. Prior to building permit issuance, the applicant/developer shall provide documentation to show there exists a water system capable of delivering the fire flow based on the information given. Subsequent design changes may increase or decrease the required fire flow.

- CONSTRUCTION REQUIREMENTS: Construction Type IIB, as defined by Chapter 6 of the 2022 California Building Code (CBC) shall be required to reduce structure combustibility.

- FIRE HYDRANTS: The minimum number of fire hydrants required, as well as the location and spacing of the fire hydrants, shall comply with the California Fire Code and NFPA 24. A fire hydrant shall be located within 200 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are 6” x 4” x 2 ½” x 2 ½” (California Fire Code 507.5.7, Appendix C, NFPA 24-7.2.3).

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4.10 Hydrology and Water Quality

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

The information presented in this analysis is based on the *Drainage Report: Fitwell Health Campus Menifee* (Drainage Report), prepared by Advanced Civil Group, Inc. (July 16, 2025); refer to Appendix F1, and the *Project Specific Water Quality Management Plan* (WQMP), also prepared by Advanced Civil Group, Inc. (June 9, 2025) refer to Appendix F2.

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

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

Construction

Typical construction activities would require the use of gasoline- and diesel-powered heavy equipment, such as backhoes, water pumps, bulldozers, and air compressors. Chemicals such as gasoline, diesel fuel, lubricating oil, hydraulic oil, lubricating grease, automatic transmission fluid, paints, solvents, glues, and other substances would also

likely be used during construction. An accidental release of any of these substances could degrade surface water runoff quality and contribute additional sources of pollution to the existing drainage system. Therefore, small quantities of pollutants have the potential to enter the storm drainage system during project construction and degrade water quality. In general, construction-related impacts to water quality could occur in the following periods of activity:

- During the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; and

- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high.

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

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

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

Operations

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

According to the preliminary Drainage Report, the project would primarily drain northeasterly in the parking lot, where it would be collected by a series of biofiltration planters. After treatment, runoff would enter a private storm drain system consisting of PVC pipes, area drain inlets, and three 24"x24" grated inlets. The flows would be conveyed to two underground storage chambers with a combined capacity of 4,274 cubic feet and then discharged through a headwall

at the north property line at the site's existing low point. The proposed drainage pattern maintains the historical flow direction.

Additional source control (i.e., structural) measures identified in the preliminary WQMP include the following: mark all inlets with "Only Rain in the Storm Drain" or similar; design buildings and features that discourage use and entry by pests; design landscaping to minimize the need for irrigation and generate runoff, to promote surface infiltration and minimize discharge of pesticides; and avoid using unprotected metal. Non-structural measures identified in the preliminary WQMP include the following: maintain and periodically repaint or replace inlet markings, provide integrated pest management information to owners, lessees, and operators, and maintain landscaping using minimal pesticides. Compliance with project specific BMPs identified in the preliminary WQMP and adherence to applicable State requirements would ensure long-term water quality impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The proposed project would increase impervious surfaces at the project site compared to existing conditions. However, implementation of the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project impedes sustainable groundwater management of the basin. According to the Geotechnical Evaluation, seeps, springs, mottled soils, or other indications of a high regional groundwater level were not encountered during the site investigation. While perched groundwater was encountered at depths ranging from 14 to 19 feet, the report concluded that there is no true groundwater table present at the site. The nearest groundwater well to the project site is located approximately 1.1 miles to the southeast. Further, the project site is not currently used for groundwater extraction or groundwater recharge.

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

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

Mitigation Measures: No mitigation measures are required.

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

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

Less Than Significant Impact. The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river. Project compliance with the General Construction Permit requirements and Municipal Code Chapter 15.01 would minimize erosion and water quality impacts during construction to less than significant levels; refer to Response 4.10(a).

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

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. According to the Drainage Report, there is no existing drainage system on-site and surface runoff currently flows northeast toward an I-215 drainage channel.

According to the Drainage Report, the project would primarily drain northeasterly in the parking lot, where it would be collected by a series of biofiltration planters. After treatment, runoff would enter a private storm drain system consisting of PVC pipes, area drain inlets, and three 24"x24" grated inlets. The flows would be conveyed to two underground storage chambers with a combined capacity of 4,274 cubic feet and then discharged through a headwall at the north property line at the site's existing low point. The drainage patterns in the historic and proposed conditions are consistent.

All on-site storm water would be captured in accordance with Santa Ana RWQCB Order Number R8-2010-0033, National Pollutant Discharge Elimination System Permit No. CAS618033, also known as the Municipal Separate Storm Sewer System or MS4 permit. Thus, as the proposed storm drain system would meet MS4 permit requirements, impacts concerning on- or off-site flooding would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

4) Impede or redirect flood flows?

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

Mitigation Measures: No mitigation measures are required.

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

No Impact.

Flood Hazard

According to the Federal Emergency Management Agency's *National Flood Hazard Layer*, the project site is not located within a 100-year flood hazard area.[34] No impact would occur in this regard.

Tsunami

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

Seiche

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

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans or prepare an alternative to a groundwater sustainability plan. The project site is not located within any basin priority areas. The nearest basin priority area to the project site is the San Jacinto Basin, which is ranked as a "high" priority basin.[35]

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

[34] Federal Emergency Management Agency, *FEMA Flood Map Service Center: National Flood Hazard Layer FIRMette*, Available at: https://msc.fema.gov/portal/search?AddressQuery=menifee#searchresultsanchor, accessed July 26. 2024

[35] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp-dashboard/final/, accessed July 26. 2024.

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

Mitigation Measures: No mitigation measures are required.

4.11 Land Use and Planning

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

a) Physically divide an established community?

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

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

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. According to the General Plan, the project site's designated land use is EDC. The purpose of the EDC designation is to provide for a mixture of residential, commercial, office, civic, industrial, entertainment, educational, and/or recreational uses. The site's zoning designation is EDC-CC, which is intended to function as the "heart" or downtown of the City and serve as a transition from existing rural lots to more concentrated development near I-215. The project would allow for the development of two buildings: an approximately 69,618-square-foot building which would house a fitness center, multipurpose center; and an approximately 16,616-square foot two-story office building. Thus, the proposed project is consistent with the existing land use and zoning designation for the site.

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

Mitigation Measures: No mitigation measures are required.

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4.12 Mineral Resources

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

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

Less than Significant Impact. According to the California Department of Conservation (Division of Mines and Geology), the project site is designated as Mineral Resource Zone 3 (MRZ-3), which indicates areas containing mineral occurrences of undetermined mineral resource significance.[36] No known mineral resource recovery sites are known to occur within or adjacent to the project site, and no sites are identified in the General Plan Open Space and Conservation Element. Therefore, the project would not result in the loss of availability of known mineral resources. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

[36] California Department of Conservation, *Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties*, California, 2008.

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4.13 Noise

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

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

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

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

REGULATORY FRAMEWORK

State

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

Table 4.13-1
Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial, Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

Notes: NA = Not Applicable; L_{dn} = Day/Night Average; CNEL = community noise equivalent level; dBA = A-weighted decibels
Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable - New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable – New construction or development should generally not be undertaken.

Source: State of California Governor's Office of Planning and Research, *General Plan Guidelines*, July 2017.

Local

City of Menifee General Plan Vision 2030

The Noise Element of the *City of Menifee General Plan Vision 2030* (General Plan) includes goals and policies aimed at the control and abatement of environmental noise and protection of citizens from excessive exposure to noise. To protect City residents from excessive noise, the Noise Element contains the following goals related to the project:

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

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

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

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

Policy N-1.4: Regulate the control of nuisances, such as residential party noise and barking dogs, through the City's Municipal Code.

Policy N-1.7: Mitigate exterior and interior noises to the levels listed in the table below (Table 4.13-2, *Stationary Source Noise Standards*; refer to General Plan *Table N-1*, *Stationary Source Noise Standards*) to the extent feasible, for stationary sources adjacent to sensitive receptors:

Table 4.13-2
City of Menifee Stationary Noise Standards

Land Use (Residential)	Interior Standards	Exterior Standards
10:00 p.m. – 7:00 a.m.	40 L_{eq} (10-minute)	45 L_{eq} (10-minute)
7:00 a.m. – 10:00 p.m.	55 L_{eq} (10-minute)	65 L_{eq} (10-minute)

Source: City of Menifee, *City of Menifee General Plan*, *Table N-1, Stationary Source Noise Standards*, adopted 2013; City of Menifee, *City of Menifee Municipal Code*, *Section 9.210.060(D), Table 9.215.060-1, Stationary Source Noise Standards*, current through Ordinance 2020-295, passed April 15, 2020.

Policy N-1.9: Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures.

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

Policy N-1.17: Prevent the construction of new noise-sensitive land uses within airport noise impact zones. New residential land uses within the 65 dB CNEL contours of any public-use or military airports, as defined by the Riverside County Airport Land Use Commission, shall be prohibited.

Policy N-1.20: Adhere to any applicable Riverside County Airport Land Use Commission Land Use Commission land use compatibility criteria, including density, intensity, and coverage standards.

Menifee Municipal Code

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

8.01.010 Hours of Construction.

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

9.215.060 Noise Control Regulations

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

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

10. Heating and air conditioning equipment in proper repair.

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

1. Private construction projects, with or without a Building Permit, located one-quarter of a mile or more from an inhabited dwelling.

2. Private construction projects, with or without a building permit, located within one-quarter of a mile from an inhabited dwelling, shall be permitted Monday through Saturday, except nationally recognized holidays, 6:30 a.m. to 7:00 p.m., or specified in Section 8.01.010. There shall be no construction permitted on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.

3. Construction-related exceptions. If construction occurs during off hours or exceeds noise thresholds, an application for a construction-related exception shall be made using the temporary use application provided by the Community Development Director in Chapter 9.105 of this Title. For construction activities on Sunday or nationally recognized holidays, Section 8.01.010 of this Code shall prevail.

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

9.215.070 Vibrations

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

Existing Condition

The project site is located in a semi-urban area. Noise sources in the project area include the use of mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] units) and motor vehicle use along Garbani Road

and Haun Road. The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Noise Measurements

To quantify existing ambient noise levels in the vicinity of the project site, three noise measurements were taken on June 19, 2024; refer to Exhibit 4.13-1, *Noise Measurement Locations*, and Table 4.13-3, *Noise Measurements*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Ten-minute measurements were taken between 10:00 a.m. and 11:30 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day.

Table 4.13-3
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
1	Intersection of Andres Lane and Garbani Road, in front of the Utility Pole 2135622E.	50.6	47.1	59.4	10:21 a.m.
2	In front of 27725 Lanham Street.	50.2	43.6	70.0	10:54 a.m.
3	Along the Sherman Road, Near 32170 Sherman Road, and in front of Utility Pole 2135445E.	47.1	39.1	63.8	11:13 a.m.
Notes: dBA = A-weighted decibels, L_{eq} = Equivalent Sound Level; L_{min} = Minimum Sound Level; L_{max} = Maximum Sound Level, Peak = Highest Instantaneous Sound Level					
Source: Michael Baker International, June 19, 2024.					

Meteorological conditions were sunny, warm temperatures, with light wind speeds (0 to 5 miles per hour). Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. As shown in Table 4.13-3, the ambient recorded noise level in the project vicinity ranged between 47.1 dBA and 50.6 dBA. The results of the field measurements are included in Appendix G, *Noise Modeling*.

Noise Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. The closest sensitive receptor to the project site is a single-family residence located at 27900 Garbani Road, approximately 700 feet to the north of the project site, when measured from property line. However, the single-family residential structure is located further away, at approximately 980 feet away when measured from project's northern property line.

THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would result in:

N-1 Generation 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.

N-2 Generation excessive groundborne vibration or groundborne noise levels.

N-3 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, if the project would expose people residing or working in the project area to excessive noise levels.

Significance Thresholds

Construction Noise Standards

The City of Menifee does not have a quantitative threshold that applies to noise levels at active construction sites. To evaluate whether the proposed project would generate potentially significant temporary construction noise levels at off-site sensitive receiver locations, a construction-related noise level threshold was utilized from the Occupational Noise Exposure prepared by the National Institute for Occupational Safety and Health (NIOSH). As a division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The construction-related noise level threshold starts at 85 dBA for more than eight hours per day, and for every 3-dBA increase, the exposure time is cut in half. For the purposes of this analysis, the lowest, most conservative construction noise level threshold of 85 dBA L_{eq} was used as an acceptable threshold for construction noise at the nearby sensitive receiver locations. Since this construction-related noise level threshold represents the energy average of the noise source over a given time, they are expressed as L_{eq} noise levels. Therefore, the noise level threshold of 85 dBA L_{eq} over a period of eight hours or more is used to evaluate the potential project-related construction noise level impacts at the nearby sensitive receiver locations. Noise levels from construction equipment and activities were modeled using the Federal Highway Administration's Roadway Construction Noise Model (RCNM).

Construction and Operational Vibration Standards

The Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* identifies various vibration damage criteria for different building classes. As the nearest sensitive receptor structures to project site are residential uses located approximately 980 feet away and the architectural damage criterion for continuous vibrations at residential structures of 0.2 inch-per-second (in/sec) peak particle velocity (PPV) is applied in the analysis.

Stationary Noise Sources

The City of Menifee Noise Element was designed to control excessive noise from sources within the City. As such, the City of Menifee's residential exterior noise standards would be applied when analyzing noise impacts for residential uses. A project would result in a significant impact if project-related operational (stationary-source) noise levels exceed the daytime exterior 65 dBA L_{eq} and nighttime exterior 45 dBA L_{eq} noise level standard at nearby sensitive receiver locations (based on the exterior noise level standards in the City of Menifee Noise Element *Table N-1* and Municipal Code *Section 9.215.060 Noise Control Regulations*; refer to Table 4.13-2 above).

Mobile Noise Sources

The primary source of noise associated with the operation of the proposed project would be from vehicular trips. An off-site traffic noise impact typically occurs when there is a discernable increase in traffic and the resulting noise level exceeds an established noise standard. In community noise considerations, changes in noise levels greater than 3.0 dB are often identified as discernible, while changes less than 1.0 dB would not be discernible to local residents. A 5-

dB change is generally recognized as a clearly discernable difference. Thus, the project would result in a significant noise impact if a permanent increase in ambient traffic noise levels of 3.0 dB occurs upon project implementation and the resulting noise level at the receiving sensitive receptor exceeds the applicable exterior standard at a noise sensitive use.

Impact Analysis

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

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

Construction

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Ground-borne noise and other types of construction-related noise impacts typically occur during the initial phase (grading), which has the potential to create the highest levels of noise. The construction activities associated with Phase 1 would include grading, building construction, paving, and architectural coating applications. Phase 1 construction would start in October 2025 and end by the end of November 2026. Phase 2 construction would start in January 2028 and end in January 2029. Construction equipment produces maximum noise levels when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites typically operates under less than full power conditions, or partial power. To characterize construction-period noise levels more accurately, the average (L_{eq}) noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment simultaneously operating on part power.

The estimated construction noise levels at the nearest noise-sensitive receptors are presented in Table 4.13-4, *Noise Levels Generated during Construction Activities*. Noise levels from construction equipment and activities were modeled using the Federal Highway Administration's Roadway Construction Noise Model (RCNM). The construction equipment list is based on the California Estimator Model (CalEEMod), Version 2022.1; refer Appendix A. To present a conservative impact analysis, the estimated noise levels were calculated for a scenario in which all heavy construction equipment were assumed to operate simultaneously.

The nearest sensitive use (single-family residence) is located approximately 700 feet to the north of the proposed project site, when measured from the property line. However, construction activities would occur throughout the project site, and it should also be noted that construction noise levels would intermittently occur for a few days when construction equipment is operating closest to the nearest sensitive uses. The remainder of the time, the construction noise levels would be much lower because the equipment would be working in an area farther away from the existing sensitive uses. The General Noise Assessment methodology prescribed in the FTA *Transit Noise and Vibration Impact Assessment Manual*, recommends evaluating construction noise from the center of the site, stating under the variable distance in its construction noise calculation to "assume that all equipment operates at the center of the project." As such, the construction noise levels shown in Table 4.13-4 are estimated using the distance from the center of the project site to the property line of the existing sensitive receptors, which is approximately 1,020 feet from the closest sensitive receptor to the north.

Table 4.13-4
Noise Levels Generated during Construction Activities

Phase	Estimated Exterior Construction Noise Level at 1,020 feet (Center of Project Site) (dBA L_{eq})[1]
Phase 1	
Grading	61.1
Building Construction	59.5
Paving	55.0
Architectural Coating	47.5
Phase 2	
Building Construction	57.7
Architectural Coating	47.5

Notes:
1. These noise levels conservatively assume the simultaneous operation of all heavy construction equipment at the same precise location. Refer Appendix G for modeled construction equipment.

Source: Federal Highway Administration, *Roadway Construction Noise Model (RCNM)*, 2006.

As shown in Table 4.13-4, construction-generated noise levels would range from approximately 47.5 to 61.1 dBA L_{eq} during Phase 1 and approximately 47.5 to 57.7 dBA L_{eq} during Phase 2 construction activities at the nearest residential use to the north. As such, construction noise would not have the potential to exceed the NIOSH significance of threshold of 85 dBA L_{eq}. Further, construction activities are exempt from the City's noise thresholds as it is a normal part in the urban life and the project would be required to comply with the City's allowable construction hours (Municipal Code Section 9.215.060[C][2]). Municipal Code Section 8.01.010, *Hours of Construction*, permits construction activities between 6:30 a.m. to 7:00 p.m. Monday through Saturday. Construction activities are not allowed on Sundays or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer. As such, a less than significant noise impact would occur in this regard.

Operations

Mobile Noise

Future development generated by the proposed project would result in on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. As determined by the California Department of Transportation (Caltrans) in the *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (September 2013), a doubling in roadway traffic volumes is required to generate any noticeable increase in roadway noise levels.[37] Based on data provided by Appendix H1, *Traffic Impact Analysis*, the project would generate approximately 2,376 average daily trips (ADT). The nearest roadway segments of the project vicinity currently experience approximately 17,162 ADT to 19,322 ADT along Haun Road and approximately 34,350 ADT along Scott Road. As such, the project generated trips (approximately 2,376 ADT) would be nominal and would not double existing traffic volumes along nearby roadway segments and an increase in traffic noise along local roadways would be imperceptible. Project-related traffic noise impacts would be less than significant.

Stationary Noise Impacts

Stationary noise sources associated with the proposed project would include mechanical equipment and outdoor gathering area. These noise sources are typically intermittent and short in duration. Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.[38] All stationary noise activities would

[37] California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.
[38] Cyril M. Harris, *Noise Control in Buildings*, 1994.

be required to comply with the City's Noise Ordinance and the California Building Code requirements pertaining to noise attenuation. As previously stated, the closest sensitive receptor to the project site is a single-family residence located at 27900 Garbani Road, approximately 700 feet to the north of the project site, when measured from property line. However, the single-family residential structure is located further away, at approximately 980 feet away when measured from project's northern property line.

Mechanical Equipment

Heating Ventilation and Air Conditioning (HVAC) units would be installed on the roof of the proposed buildings. For this analysis, approximately ten rooftop HVAC units are assumed on the rooftop of the buildings. Typically, mechanical equipment, such as HVAC units, generate noise levels of 60 dBA at 20 feet from the source.[39] The proposed project consists of the development of two buildings on an 8.27-acre site in two phases. Phase 1 would include development of an approximately 69,618-square-foot building (southern building) which would house a fitness center, multipurpose center and museum in the southern portion of the project site. Phase 2, proposed for future development, would include an approximately 16,616-square foot two-story office building (northern building) in the northern portion of the project site. Conservatively, all mechanical equipment noise is evaluated from the northern building as the nearest sensitive receptor is located to the north at approximately 980 feet when measured from the northern building. At this distance, potential noise from all ten HVAC units operating simultaneously would be approximately 36 dBA and would not be audible above existing ambient noise levels (50.6 dBA L_{eq}); refer to Table 4.13-3. Additionally, properly functioning HVAC units are exempt from the City's Noise Ordinance pursuant to Municipal Code Section 9.215.060(B.10). Therefore, the nearest sensitive receptors would not be directly exposed to substantial noise from on-site mechanical equipment and impacts would be less than significant.

Outdoor Gathering Area

The proposed project would include outdoor gathering area to the north of the southern building. The outdoor area has the potential to be accessed by groups of people intermittently for gathering, etc. Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking.[40] This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members.[41] Therefore, crowd noise would be approximately 62 dBA at one meter from the source (i.e., the outdoor gathering areas).

The nearest sensitive receptors would be the residential uses to the north of the project site, located approximately 1,100 feet from the outdoor gathering area. Therefore, crowd noise at the nearest sensitive receptor would be 11 dBA, which would not exceed the City's noise standards for residential uses (i.e., 65 dBA for daytime and 45 dBA for nighttime) and would not be audible above existing ambient noise levels (50.6 dBA L_{eq}); refer to Table 4.13-3. As such, project noise associated with outdoor gathering area would have a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact.

[39] Elliot H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 26, 2015.
[40] M.J. Hayne, et al, *Prediction of Crowd Noise*, Acoustics, November 2006.
[41] Ibid

Construction

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

The California Department of Transportation (Caltrans) *Transportation and Construction Vibration Manual* identifies various vibration damage criteria for different building classes. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. For most residential structures that are non-engineered timber and masonry buildings, the FTA architectural damage criterion for continuous vibrations is 0.2 in/sec PPV. As the nearest sensitive receptor building is a single-family residential building located approximately 980 feet to the north of project site, the architectural damage criterion for continuous vibrations at residential buildings of 0.2 inch-per-second peak particle velocity (PPV) is utilized. Typical vibration produced by construction equipment is illustrated in Table 4.13-6, *Typical Vibration Levels for Construction Equipment*.

Table 4.13-6
Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (in/sec)	Approximate peak particle velocity at 980 feet (in/sec)[1]
Large bulldozer	0.089	0.0004
Loaded trucks	0.076	0.0003
Vibratory Roller	0.035	0.0009
Small bulldozer	0.003	<0.0001

Notes:
1. Calculated using the following formula:
$PPV_{equip} = PPV_{ref} \times (25/D)^{1.1}$
where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*
D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual, Table 7-4 Vibration Source Levels for Construction Equipment*, September 2018.

As previously stated, the nearest sensitive receptor (single-family residential) building is located 980 feet to the north of the project site. As indicated in Table 4.13-6, vibration velocities from typical heavy construction equipment used during project construction would range from less than 0.0001 to 0.0004 in/sec PPV at 980 feet from the source of activity, which would not exceed the FTA's 0.2 in/sec PPV threshold. As such, the impacts would be less than significant.

Operation

Implementation of the proposed project would not involve land uses that include or require equipment, facilities, or activities that would result in perceptible groundborne vibration. Heavy duty trucks would occasionally travel through the surrounding roadways. However, according to the FTA, it is unusual for vibration from sources, such as buses and trucks, to be perceptible, even in locations close to major roads. As such, it can be reasonably inferred that operation of the proposed project would not create perceptible vibration impacts to the nearest sensitive receptors. Therefore, vibration impacts related to human annoyance and building damage during operation would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The nearest airport to the project site is the French Valley Airport located approximately 5.54 miles to the southeast. The project site is not located within two miles of the airport and the project is not located within the French Valley Airport noise contours.[42] Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels associated with aircraft. As such, the impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[42] County of Riverside, *Riverside County Airport Land Use Compatibility Plan, French Valley Airport*, October 14, 2004.

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Michael Baker INTERNATIONAL

NOT TO SCALE

10/2024 | JN 201513

FITWELL HEALTH PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Noise Measurement Locations

Exhibit 4

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4.14 Population and Housing

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

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

Less Than Significant Impact. A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The project would construct two mixed use buildings; a combined fitness and multipurpose center; and two-story office building, both of which would be consistent with the EDC zoning designation for the project site.

The proposed project is not anticipated to induce substantial unplanned population growth in the area, either directly or indirectly. The applicant anticipates the proposed project would require 54 full-time employees and 16 part-time employees. However, given that the current unemployment rates for the County of Riverside and City are 5.4 percent and 5.5 percent, respectively, it is reasonably assured that the jobs would be filled by people living in the City and surrounding communities.[43] Additionally, buildout of the project site under the EDC-CC zoning was already contemplated in the General Plan and regional growth forecasts. Furthermore, the project site is served by existing public roadways, and the project would connect to existing utility infrastructure within Haun Road. Therefore, the proposed project would not induce substantial population growth in the project area and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

[43] California Employment Development Department. *Monthly Labor Force Data for Cities and Census Designated Places*. Retrieved at: https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html (accessed January 13, 2025).

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4.15 Public Services

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

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

1) Fire protection?

Less Than Significant Impact with Mitigation Incorporated. The City contracts with the Riverside County Fire Department (RCFD). The nearest fire station to the project site is RCFD Station 68, located approximately 3.3 miles southwest of the project site at 26020 Wickerd Road. Since the nearest RCFD Station 68 is currently unable to provide an acceptable target response time of four minutes, the RCFD Office of the Fire Marshal at City of Menifee provided additional design measures to ensure adequate fire protection services would be available to serve the project site, as detailed in the Application for Alternate Materials and Methods (AM&M), approved on February 27, 2025, and incorporated into this document as **Mitigation Measure HAZ-1**. Refer to Section 4.9, *Hazards and Hazardous Materials*, for the full text of this measure.

Construction

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

Operation

Based on communication with RCFD, Fire Station 68 is not currently meeting the City's four-minute fire response threshold and a Fire Response Plan is currently being prepared to identify the additional fire protection resources needed for the area.[44] Although the proposed project would create an increased demand for fire protection services in Fire Station 68's service area, the project would not itself result in the need for additional fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. The proposed project is consistent with land uses anticipated for the area and would not induce substantial unplanned population growth; refer to Section 4.11, *Land Use and Planning*, and Section 4.14, *Population and Housing*. The increased presence of structures, traffic, and population generated by the project would not have a cumulative adverse impact on City's ability to provide an acceptable level of service. The development of future fire stations or resources identified as necessary for the area by the City's Fire Response Plan would be subject to their own project-specific environmental review.

In addition, the proposed project would be required to comply with RCFD requirements for emergency access, turn radii, fire flow, fire protection standards, fire lanes, and other site design/building standards. As noted in Section 4.9, the RCFD Office of the Fire Marshal has identified a number of design measures on the project in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services; refer to **Mitigation Measure HAZ-1**. The project would also be subject to Municipal Code Chapter 8.20, *Fire Code*, which adopts by reference the 2022 edition of the California Fire Code. The California Fire Code includes site access requirements and fire safety precautions.

The City would also collect a one-time development impact fee in accordance with Municipal Code Chapter 8.02, *Development Impact Fees,* which is imposed on all new development to help pay its fair share of costs in upgrading RCFD fire facilities, as needed. Payment of these fees would help fund the acquisition, design, and construction of new fire facilities and would minimize the project's operational impacts to fire protection services to the greatest extent practicable. Collection of development impact fees, implementation of **Mitigation Measure HAZ-1**, and compliance with all applicable RCFD and Municipal Code provisions would ensure operational impacts concerning fire protection services are less than significant with mitigation incorporated.

Mitigation Measures: Refer to **Mitigation Measure HAZ-1**.

2) Police protection?

Less Than Significant Impact. The Menifee Police Department (MPD) provides police protection services to the City. The MPD headquarters is located approximately 2.8 miles north of the project site at 29714 Haun Road, Unit A.

Construction

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

[44] Telephone Communication: Sonya Rivera-Bu, Riverside County Fire Department, May 14, 2025.

Operations

Project operations would increase demands for police protection services above existing conditions. However, this increase would not require the construction of any new or physically altered MPD facilities. Project implementation would be subject to compliance with applicable local regulations to reduce impacts to police protection services, such as Municipal Code Chapter 8.04. Specifically, Municipal Code 8.04.010 adopts by reference the CBC, which includes emergency access requirements which would minimize site safety hazards and potential operational impacts to police services. In addition, the City would collect a one-time development impact fee in accordance with Municipal Code Chapter 8.02, which is imposed on all new development to help pay its fair share of costs in upgrading MPD facilities, as needed. Payment of these fees would help fund the acquisition, design, and construction of new MPD facilities and would minimize the project's operational impacts to police protection services to the greatest extent practicable. Collection of development impact fees and compliance with all Municipal Code provisions would ensure operational impacts concerning police protection services are less than significant.

Mitigation Measures: No mitigation measures are required.

3) Schools?

Less Than Significant Impact. The project site is located within the boundaries of the Menifee Union School District (preschool through grade 8) and the Perris Union High School District (serving grades 9 through 12). As detailed in Response 4.9(c) above, there are no existing or proposed schools within 0.25-mile of the project site. The closest schools to the project site include Paloma Valley High School, located approximately 1.0-mile northwest of the project site, and Menifee Valley Middle School, approximately 1.6-mile west of the project.

As indicated in Section 4.14, the project includes the development of two mixed-use buildings encompassing a fitness center, multipurpose space, and office space. This is not inclusive of residential use as currently proposed and would not generate additional students within the project area. Although the project is not expected to result in an increased demand for Menifee Union School District and Perris Union High School District services, the project would be required to comply with Senate Bill (SB) 50 requirements, which allow school districts to collect impact fees for new development projects. According to Section 65996 of the California Government Code, payment of statutory fees is considered full mitigation for new development projects. Thus, upon payment of required fees by the project applicant consistent with existing State requirements, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Parks?

Less Than Significant Impact. The City Community Services Department currently operates and maintains 44 parks within the City's sphere of influence. There are sixteen parks located west of I-215 and five parks located east of I-215 (21 total) are operated and maintained by the City, and 24 parks located east of I-215 are operated and maintained by the Valley-Wide Recreation and Park District.[45] The proposed project is not anticipated to result in substantial unplanned population growth in the City; refer to Section 4.14. In addition, the City would collect a one-time development impact fee in accordance with Municipal Code Chapter 8.02, which is imposed on all new development to help pay its fair share of costs in maintaining and upgrading park facilities, as needed. Payment of these fees would help fund the acquisition, design, and construction of new park and recreation facilities and would minimize the project's operational impacts to parks and recreation facilities to the greatest extent practicable. Impacts would be less than significant in this regard.

[45] City of Menifee, Community Services Department, *Parks*, https://www.cityofmenifee.us/285/Parks, accessed June 7, 2024.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

Less Than Significant Impact. Other public facilities that could potentially be impacted by the proposed project include library services. The nearest library to the project site, Menifee Library, is operated by the Riverside County Library System. It is located at 28798 La Piedra Road, Menifee, CA 92584, located 1.8 miles northeast of the project site. The project's potential nominal population increase is not anticipated to result in a significant impact on library services. Nonetheless, the City would collect a one-time development impact fee in accordance with Municipal Code Chapter 8.02, so that the project would pay its fair share of costs in maintaining and upgrading library facilities, as needed. Payment of these fees would help fund the acquisition, design, and construction of new library facilities and would minimize the project's operational impacts to library facilities to the greatest extent practicable. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

4.16 Recreation

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

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

Less Than Significant Impact. Refer to Response 4.15(a)(4).

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The proposed project would include an approximately 69,618-square-foot commercial fitness center that members of the community could utilize, but the proposed project does not include development of any park space or outdoor recreational facilities. As such, the proposed project does not require construction or expansion of recreational facilities and potential impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

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4.17 Transportation

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

This section is primarily based upon the following technical reports:

- *Fitwell Health Traffic impact Analysis,* prepared by Michael Baker International, dated December 9, 2024, and;
- *Fitwell Health Vehicle Miles Traveled Assessment,* prepared by Michael Baker International, dated September 27, 2024.

Refer to Appendix H1, *Traffic Impact Analysis*, and Appendix H2, *VMT Assessment*.

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

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

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

- Existing Year 2024 Condition
- Existing Year 2024 With Project Condition
- Opening Year 2026 Without Project Condition
- Opening Year 2026 With Project Condition

STUDY AREA

The following study intersections were examined as part of the Traffic Impact Analysis:

1. Haun Road & Holland Road (All-Way Stop Control)
2. Haun Road & Garbani Road (Two-Way Stop Control)
3. Haun Road & Wickerd Road (Two-Way Stop Control)
4. Haun Road & Scott Road (Signalized)
5. Scott Road & I-215 SB Ramps (Signalized)
6. Scott Road & I-215 NB Ramps (Signalized)
7. Haun Road & Project Driveway (One-Way Stop Control)

The following roadway segments were examined as part of the Traffic Impact Analysis:

1. Haun Road from Holland Road to Garbani Road
2. Haun Road from Garbani Road to Wickerd Road
3. Haun Road from Wickerd Road to Scott Road
4. Scott Road from Haun Road to I-215 NB Ramps

These seven (7) intersections and four (4) segments have been identified in coordination with City staff as locations where traffic operations could potentially be impacted by the proposed project.

Traffic counts were collected on Tuesday, June 4, 2024. Intersection counts were collected from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., while segment counts were collected for a 24-hour period. The counts used in this analysis represent the peak hour of each period. The count locations were selected in coordination with City staff. Appendix H1, Table 7 shows the existing peak hour intersection volumes and Table 8 shows the existing roadway segment average daily traffic (ADT).

LOS METHODOLOGY

LOS is commonly used as a qualitative description of intersection operation and is based on the type of traffic control and experienced delay at the intersection. The *Highway Capacity Manual* (HCM) 6th Edition published by the Transportation Research Board in 2016 was utilized in this analysis to determine the operating LOS at each of the study intersections. LOS can range from LOS A (free-flow conditions) to LOS F (severely congested conditions). Delay in seconds per vehicle (sec/veh) passing through the intersection is the primary measure of effectiveness for signalized, stop-controlled, and roundabout intersections.

The corresponding average stopped delay range experienced per vehicle per LOS is shown in Table 4.17-1, *Level of Service and Delay Range*.

Table 4.17-1
Level of Service and Delay Range

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

Notes: If the volume-to-capacity ratio (v/c) > 1.0, LOS = F.

Source: Michael Baker International, *Fitwell Health Traffic Impact Analysis*, December 12, 2024; refer to Appendix H1.

LOS is reported for the average stopped delay per vehicle for the overall intersection (all movements) for signalized intersections, all-way stop-controlled, and roundabout intersections. For one-way or two-way stop-controlled intersections, LOS is reported for the worst stop-controlled approach. LOS and delay for the intersection analysis was conducted with *Synchro/SimTraffic* (version 11) software. HCM 6th Edition results were reported.

PERFORMANCE CRITERIA

The City's LOS Guidelines identify two minimum operating conditions. The minimum acceptable condition is LOS D for locations in the City. LOS E is identified as acceptable only in capacity constrained locations near I-215. For the purpose of this evaluation, LOS D is the minimum acceptable condition given the project location. Per the City's LOS Guidelines, a project would result in adverse effects:

1. "If the pre-project condition at an intersection or roadway segment is at or better than the minimum acceptable LOS (LOS D, or LOS E at constrained locations near I-215) and the addition of project trips results in unacceptable LOS (LOS E or LOS F)."

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

EXISTING CONDITIONS

Existing Intersections Level of Service

Table 4.17-2, *Existing Year 2024 Intersection Analysis Results*, presents existing intersection LOS conditions during a typical weekday. As shown, half of study intersections are currently operating at an acceptable level of service (LOS D or better) under existing conditions. However, during the PM peak hour, the intersection of Haun Road & Holland Road operates at LOS E, while both Haun Road & Garbani Road and Haun Road & Scott Road operate at LOS F.

Table 4.17-2
Existing Year 2024 Intersection Analysis Results

Study Intersection	Traffic Control	Existing Condition	
		AM (Delay – LOS)	PM (Delay – LOS)
1 - Haun Road & Holland Road	AWSC	14.5 - B	**49.1 - E**
2 - Haun Road & Garbani Road	TWSC	21.2 - C	**62.8 – F**
3 - Haun Road & Wickerd Road	TWSC	20.1 - C	34.4 – D
4 - Haun Road & Scott Road	Signal	31.6 - C	**87.7 – F**
5 - Scott Road & I-215 SB Ramps	Signal	11.7 - B	13.1 - B
6 - Scott Road & I-215 NB Ramps	Signal	14.9 – B	23.9 - C
7 - Haun Road & Project Driveway	OWSC	Does not exist without project	

Note: Deficient intersection operation indicated in bold.
1 Delay is expressed in seconds per vehicle.
LOS = level of service.
OWSC = One Way Stop Control
TWSC = Two Way Stop Control
AWSC = All Way Stop Control
Source:Michael Baker International, *Fitwell Health Traffic Impact Analysis*, December 12, 2024; refer to Appendix H1.

Existing Segment Level of Service

Table 4.17-3, *Existing Segment Analysis*, presents existing segment LOS conditions during a typical weekday. Per the City's LOS Guidelines capacity values, the roadway segment on Scott Road currently operates at LOS E, while the rest of the study roadway segments on Haun Road currently operate at LOS F.

Table 4.17-3
Existing Segment Analysis

Roadway	Segment	No. Lanes	Roadway Classification	LOS E Capacity	Existing Condition		
					ADT	V/C	LOS
Haun Road	Holland Road to Garbani Road	2	Collector	13,000	17,162	**1.32**	**F**
	Garbani Road to Wickerd Road	2	Collector	13,000	18,704	**1.44**	**F**
	Wickerd Road to Scott Road	2	Collector	13,000	19,322	**1.49**	**F**
Scott Road	Haun Road to I-215 NB Ramps	4	Arterial	37,000	34,350	0.93	E

Note: Deficient roadway segment operation indicated in bold. ADT = Average Daily Traffic
LOS= Level of Service; V/C= Volume to Capacity Ratio
Source: Michael Baker International, *Fitwell Health Traffic Impact Analysis*, December 12, 2024; refer to Appendix H1.

Project Trip Generation and Distribution

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) was used to forecast vehicle trips generated by the proposed project. Appendix H1, Table 9 shows the trip generation rates for the following land use types: Fitness Center (ITE Code 492), Museum (ITE Code 580), and Medical Office (720). Table 4.17-4, *Trip Generation* summarizes the vehicular trips forecast to be generated by the project. As shown, the project is anticipated to generate approximately 2,376 daily trips with 68 AM Peak Hour trips and 625 PM Peak Hour trips. The project is assumed to be constructed in one phase.

Table 4.17-4
Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Volume	In	Out	Total	In	Out
Event Center	800 Seats[3]	962	0	0	0	481	240	241
Fitness Center [1]	23.44 KSF	950	31	16	15	95	54	41
Museum [1]	3.62 KSF	10	1	1	0	1	0	1
Medical Office	16.62 KSF	606	48	38	10	64	10	54
Internal Reductions [2]		-152	-12	-9	-3	-16	-3	-13
TOTAL	**43.67 KSF**	**2,376**	**68**	**46**	**22**	**625**	**301**	**324**

Notes:
KSF = 1,000 SF
(1) Daily trip generation rates not available. Assumes 10% of daily trips occurs during the PM peak hour.
(2) Internal reduction of 25% applied to the office use only.
(3) The TIA evaluated a total parking of 481 stalls based on an earlier version of the site plan. This version of the site plan was considered more conservative environmental analysis than the present site plan (468 parking spaces). Total daily vehicle trips were based on 2 trips per parking stall (481 x 2 = 962) to account for one inbound and one outbound trip. 50% of the 962 daily trips (i.e. 481) are anticipated to arrive/depart within the PM peak hour. No events are anticipated to occur during the AM peak hour.
Source: Michael Baker International, *Fitwell Health Traffic Impact Analysis*, December 12, 2024; refer to Appendix H1.

The regional distribution trends identified in the Traffic Impact Analysis are as follows:

- 30 percent travel north via Haun Road
- 70 percent travel south via Haun Road

Among the 70 percent traffic traveling south, 10 percent of project-related traffic is expected to travel further south via Haun Road, 50 percent to the east via Scott Road, and a total of 10 percent to the west via both Wickerd Road and Scott Road.

Appendix H1, Exhibit 10 shows the project trip distribution at each of the study intersections and Appendix H1, Exhibit 11 shows the project intersection trips. Refer to Appendix H1 for detailed volume development worksheets.

EXISTING YEAR 2024 WITH PROJECT CONDITION

Intersection Analysis

As shown in Table 4.17-5, *Existing and Existing Plus Project Intersection LOS*, Intersection Nos. 1, 2, 3, 4, and 7 are projected to operate at unacceptable LOS F during the PM Peak Hour.

Table 4.17-5
Existing and Existing Plus Project Intersection LOS

Study Intersection	Traffic Control	Existing Conditions		Existing Plus Project Conditions		Project Trips		Fair Share Required ?
		AM	PM	AM	PM			
		Delay[1]-LOS	Delay[1]-LOS	Delay[1]-LOS	Delay[1]-LOS	AM	PM	
1 - Haun Road & Holland Road	AWSC	14.5 - B	**49.1 - E**	14.9 - B	**91.0 - F**	18	175	**YES**
2 - Haun Road & Garbani Road	TWSC	21.2 - C	**62.8 - F**	22.0 - C	**98.4 - F**	20	187	**YES**
3 - Haun Road & Wickerd Road	TWSC	20.1 - C	34.4 - D	22.6 - C	**98.4 - F**	47	437	**YES**
4 - Haun Road & Scott Road	Signal	31.6 - C	**87.7 - F**	32.9 - C	**156.8 - F**	47	425	**YES**

5 - Scott Road & I-215 SB Ramps	Signal	11.7 - B	13.1 - B	11.8 - B	13.9 - B	-	-	NO
6 - Scott Road & I-215 NB Ramps	Signal	14.9 - B	23.9 - C	15.0 - B	26.6 - C	-	-	NO
7 - Haun Road & Project Driveway	OWSC	Does not exist without project		18.5 - C	**>300.0 - F**	68	625	**YES**

Note: Deficient intersection operation indicated in bold.
[1] Delay is expressed in seconds per vehicle. LOS = level of service.
OWSC = One Way Stop Control; TWSC = Two Way Stop Control; AWSC = All Way Stop Control
Source: Michael Baker International, *Fitwell Health Traffic Impact Analysis*, December 12, 2024; refer to Appendix H1.

According to City's TIA Guidelines an improvement should be identified if the following exists:

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

At Intersection 1, Haun Road & Holland Road, he LOS without and with project conditions is LOS E and F respectively during the PM peak hour and there are 175 PM peak hour Project trips added to this location i.e. exceeds the 50-trip threshold. Therefore, a fair share contribution is required (**Mitigation Measure TRA-1**).

At Intersection 2, Haun Road & Garbani Road, the LOS without and with project conditions is "F" during the PM peak hour and there are 187 PM peak hour project trips added to this location i.e. exceeds the 50-trip threshold. Therefore, a fair share contribution is required (**Mitigation Measure TRA-1**).

At Intersection 3, Haun Road & Wickerd Road, the LOS without and with project conditions is LOS D and F respectively during the PM peak hour; and there are 437 PM peak hour project trips added to this location i.e. exceeds the 50-trip threshold. Therefore, a fair share contribution is required (**Mitigation Measure TRA-1**).

At Intersection 4, Haun Road & Scott Road, the LOS without and with project conditions is "F" and there are 425 PM peak hour project trips added to this location i.e. exceeds the 50-trip threshold. Therefore, a fair share contribution is required (**Mitigation Measure TRA-1**).

At Intersection 7, Haun Road & Project Driveway, since the project driveway does not exist without project, there is no associated LOS. However, the LOS with project condition is "F" during the PM peak hour, the addition of project trips results in unacceptable LOS. Therefore, a fair share contribution is required (**Mitigation Measure TRA-1**).

All other intersections are anticipated to operate under an acceptable LOS.

Segment Analysis

As shown in Table 4.17-6, *Existing and Existing Plus Project Roadway Segment Comparison*, with an exception for the roadway segment on Scott Road, the LOS for all study roadway segments without and with project conditions is "F" and the PM peak hour project trips added to this location would exceed the 50-trip threshold. Therefore, a fair share contribution is required for all study roadway segments on Haun Road (**Mitigation Measure TRA-1**). Since the roadway segment on Scott Road located near I-215 interchange, "E" is considered acceptable LOS. The LOS without and with project condition is "E" for the study roadway segment on Scott Road, therefore, no fair share contribution is required.

Table 4.17-6
Existing Plus Project Roadway Segment Analysis

Roadway	Segment	Roadway Classification	LOS E Capacity	ADT	V/C	LOS	Project Trips		Fair Share Required?
							AM	PM	

Haun Rd	Holland Rd to Garbani Rd	Collector	13,000	17,827	**1.37**	**F**	13	91	**YES**
	Garbani Rd to Wickerd Rd	Collector	13,000	20,367	**1.57**	**F**	32	220	**YES**
	Wickerd Rd to Scott Rd	Collector	13,000	20,938	**1.61**	**F**	32	220	**YES**
Scott Rd	Haun Rd to I-215 NB Ramps	Arterial	37,000	35,538	0.96	E	23	162	No

Note: Deficient roadway segment operation indicated in bold.
ADT= Average Daily Traffic
LOS= Level of Service
V/C= Volume to Capacity Ratio
Source: Michael Baker International, *Fitwell Health Traffic Impact Analysis*, December 12, 2024; refer to Appendix H1.

OPENING YEAR CUMULATIVE WITHOUT PROJECT CONDITION

The Opening Year (2026) traffic volumes are developed by adding project trips for 14 cumulative projects and increasing the existing traffic volumes by a 4 percent annual growth rate. The cumulative projects and growth rate used for the traffic forecasting were coordinated with the City. Appendix H1, Table 13 shows the Opening Year 2026 Average Daily Traffic (ADT) volumes and Appendix H1 Exhibit 14 shows the Opening Year 2026 peak hour intersection volumes. These volumes are Without Project conditions.

Intersection Analysis

As shown in Table 4.17-7, *Opening Year Without Project Intersection LOS*, Intersection Nos. 1, 2, 3, and 4, are projected to operate at unacceptable LOS F during the AM and PM Peak Hour. Intersection 6 is projected to operate at LOS E, but due to the intersection's proximity to the I-215 interchange, "E" is considered an acceptable LOS.

Table 4.17-7
Opening Year 2026 Without Project Intersection LOS

Study Intersection	Traffic Control	Existing Plus Project Conditions	
		AM	PM
		Delay[1]-LOS	Delay[1]-LOS
1 - Haun Road & Holland Road	AWSC	**95.8 - F**	**>300.0 - F**
2 - Haun Road & Garbani Road	TWSC	**>300.0 - F**	**>300.0 - F**
3 - Haun Road & Wickerd Road	TWSC	**>300.0 - F**	**>300.0 - F**
4 - Haun Road & Scott Road	Signal	**>300.0 - F**	**>300.0 - F**
5 - Scott Road & I-215 SB Ramps	Signal	16.5 - B	33.3 - C
6 - Scott Road & I-215 NB Ramps	Signal	22.8 - C	**55.2 - E**
7 - Haun Road & Project Driveway	OWSC	**Does Not Exist Without Project**	

Note: Deficient intersection operation indicated in bold.
[1] Delay is expressed in seconds per vehicle. LOS = level of service.
OWSC = One Way Stop Control TWSC = Two Way Stop Control AWSC = All Way Stop Control
Source: Michael Baker International, *Fitwell Health Traffic Impact Analysis*, December 12, 2024; refer to Appendix H1.

Segment Analysis

As shown in Table 4.17-8, *Opening Year 2026 Without Project Roadway Segment LOS*, all of the study segments are forecast to operate at an unacceptable LOS F.

Table 4.17-8
Opening Year 2026 Without Project Roadway Segment LOS

Roadway	Segment	Roadway Classification	LOS E Capacity	ADT	V/C	LOS
Haun Rd	Holland Rd to Garbani Rd	Collector	13,000	37,067	**2.85**	**F**
	Garbani Rd to Wickerd Rd	Collector	13,000	33,487	**2.58**	**F**
	Wickerd Rd to Scott Rd	Collector	13,000	54,171	**4.17**	**F**
Scott Rd	Haun Rd to I-215 NB Ramps	Arterial	37,000	62,229	**1.68**	**F**

Note: Deficient roadway segment operation indicated in bold. ADT= Average Daily Traffic
LOS= Level of Service
V/C= Volume to Capacity Ratio
Source: Michael Baker International, *Fitwell Health Traffic Impact Analysis*, December 12, 2024; refer to Appendix H1.

OPENING YEAR 2026 CUMULATIVE WITH PROJECT CONDITION

The opening year 2026 with project traffic volumes are developed by adding the estimated project trips to the Opening Year volumes. Appendix H1, Exhibit 16 shows the opening year 2026 with project peak hour intersection volumes.

Intersection Analysis

As shown in Table 4.17-9, Intersection Nos. 1, 2, 3, 4, and 7 are projected to operate at unacceptable LOS F during the AM and PM Peak Hour Opening Year 2026 Plus Project condition. Intersection 6 is projected to operate at LOS E, but due to the intersection's proximity to the I-215 interchange, "E" is considered an acceptable LOS.

Table 4.17-9
Opening Year 2026 Without & Plus Project Intersection LOS

Study Intersection	Traffic Control	Opening Year 2026 Without Project		Opening Year 2026 Plus Project		Project Trips		Fair Share Required ?
		AM	PM	AM	PM			
		Delay[1]-LOS	Delay[1]-LOS	Delay[1]-LOS	Delay[1]-LOS	AM	PM	
1 - Haun Road & Holland Road	AWSC	**95.8 - F**	**>300.0 - F**	**98.7 - F**	**>300.0 - F**	18	175	**YES**
2 - Haun Road & Garbani Road	TWSC	**>300.0 - F**	**>300.0 - F**	**>300.0 - F**	**>300.0 - F**	20	187	**YES**
3 - Haun Road & Wickerd Road	TWSC	**>300.0 - F**	**>300.0 - F**	**>300.0 - F**	**>300.0 - F**	47	437	**YES**
4 - Haun Road & Scott Road	Signal	**>300.0 - F**	**>300.0 - F**	**>300.0 - F**	**>300.0 - F**	47	425	**YES**
5 - Scott Road & I-215 SB Ramps	Signal	16.5 - B	33.3 - C	17.7 - B	42.2 - D	-	-	NO
6 - Scott Road & I-215 NB Ramps	Signal	22.8 - C	**55.2 - E**	23.2 - C	**68.0 - E**	20	187	NO
7 - Haun Road & Project Driveway	OWSC	Does not exist without project		28.5 - D	**>300.0 - F**	68	625	**YES**

Note: Deficient intersection operation indicated in **bold**.
[1] Delay is expressed in seconds per vehicle. LOS = level of service.
OWSC = One Way Stop Control; TWSC = Two Way Stop Control; AWSC = All Way Stop Control
Source: Michael Baker International, *Fitwell Health Traffic Impact Analysis*, December 12, 2024; refer to Appendix H1.

According to City's TIA Guidelines an improvement should be identified if the following exists:

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

As discussed in the Existing Plus Project condition analysis, Intersections 1, 2, 3, 4 and 7 would operate at LOS F and exceed the 50-trip threshold. As such, a fair share contribution is required (**Mitigation Measure TRA-1**). Even though

the LOS for Intersection 6 is "E" under Opening Year 2026 without and with project conditions during PM peak hour, no fair share contribution is required because LOS E is considered in close proximity to the I-215 interchange.

Segment Analysis

As shown in Table 4.17-10, *Opening Year 2026 Plus Project Segment LOS*, all segments would operate at LOS F under opening year (2026) plus project conditions.

Table 4.17-10
Opening Year 2026 Plus Project Segment LOS

Roadway	Segment	Roadway Classification	LOS E Capacity	ADT	V/C	LOS	Project Trips		Fair Share Required?
							AM	PM	
Haun Rd	Holland Rd to Garbani Rd	Collector	13,000	37,732	**2.90**	**F**	13	91	**YES**
	Garbani Rd to Wickerd Rd	Collector	13,000	35,150	**2.70**	**F**	32	220	**YES**
	Wickerd Rd to Scott Rd	Collector	13,000	55,787	**4.29**	**F**	32	220	**YES**
Scott Rd	Haun Rd to I-215 NB Ramps	Arterial	37,000	63,417	**1.71**	**F**	23	162	**YES**

Note: Deficient roadway segment operation indicated in **bold**.
ADT= Average Daily Traffic
LOS= Level of Service
V/C= Volume to Capacity Ratio
Source: Michael Baker International, *Fitwell Health Traffic Impact Analysis*, December 12, 2024; refer to Appendix H1.

When compared to opening year 2026 without project condition roadway segment LOS in Table 4.17-8, all roadway segments are projected to operate at LOS F under Opening Year 2026 without and with project conditions and the PM peak hour project trips added at each segment would exceed the 50-trip threshold. Therefore, a fair share contribution is required for all study roadway segments (**Mitigation Measure TRA-1**). **Mitigation Measure TRA-1** requires the project applicant to play its fair share of the cost of necessary traffic improvements. With implementation of **Mitigation Measure TRA-1**, the project would comply with applicable plans and regulations pertaining to roadway segment LOS. As such, impacts would be less than significant with mitigation incorporated.

TRANSIT FACILITIES

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

The current bus route map showing the fixed route services in the project vicinity is shown in Appendix H1, Exhibit 9, along with the project location added to the exhibit. the closest bus stop is located near the intersection of Antelope Road and Scott Road, which is approximately 1.4 miles (over 30-minute walk) from the project site. In the future, an extension of transit services is planned along Haun Road near the project site per Exhibit C-5 in the City's General Plan.

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

BICYCLE AND PEDESTRIAN FACILITIES

Existing bicycle and pedestrian facilities within the project vicinity are shown in Appendix H1, Exhibit 8. Sidewalks are provided intermittently on Haun Road, Holland Road, and Scott Road. They are also present on the north side of Garbani Road between Haun Road and Linda Lee Drive, with a small segment on the north side of Wickerd Road. In general, sidewalks are only available along roadways that are adjacent to existing development site and missing segments are identified throughout the study area.

A Class I bike lane is provided on the west side of Haun Road from Holland Road towards north, while a small segment of Class II bike lane is identified along Scott Road on the north side between Haun Road and Antelope Road. There are currently no existing bicycle facilities on all other roadways within the study area.

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

Mitigation Measures:

TRA-1 **Fair Share Contribution**. Prior to the issuance of a Certificate of Occupancy, the project applicant shall pay the project's fair share amount consistent with the *Transportation Impact Analysis, Fitwell Health*, prepared by Michael Baker International, dated December 9, 2024, in conjunction with all other applicable transportation fees (including but not limited to the City's development impact fees).

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

Less Than Significant Impact. As discussed, SB 743 eliminates LOS as a basis for determining significant transportation impacts under CEQA and provides a new performance metric, VMT. As a result, the State is shifting from measuring a project's impact to drivers (LOS) to measuring the impact of driving (VMT) as it relates to achieving State goals of reducing greenhouse gas (GHG) emissions, encouraging infill development, and improving public health through active transportation.

Based on the *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Travelled* (VMT Guidelines), land use projects that meet at least one screening threshold criteria based on size, location, proximity to transit or trip-making potential may be presumed to have a less than significant transportation impact under CEQA and do not require a full detailed VMT analysis. The City of Menifee uses the Western Regional Council of Governments (WRCOG) VMT Screening Tool which is a web-based tool based on WRCOG's Riverside County Transportation Model (RIVCOM) that allows users to select one or more APN to determine if a project's physical location meets one or more of the land use screening thresholds. The Screening Tool uses RIVCOM to measure VMT performance within individual traffic analysis zones (TAZ) within the region. Each of the screening criteria were evaluated for the proposed project and summarized in Appendix H2. Based on the VMT Analysis, the project does not meet any of the VMT screening criteria; therefore, a VMT Assessment including VMT calculation is required.

VMT Analysis

According to the City's VMT Guidelines, WRCOG provides a VMT Calculator as an alternative function to mimic the results of RIVCOM for VMT analysis on routine projects. Route projects are simple in nature and similar to other standard land uses in the City and model which the project meets this criterion. Michael Baker utilized the Western Riverside Council of Governments VMT Tool to determine if the project results in a VMT impact in accordance with the City's VMT Guidelines. A project would result in a significant project generated VMT impact if either of the following conditions are satisfied:

- The baseline project-generated VMT per service population exceeds the County of Riverside General Plan Buildout VMT per service population, or

- The cumulative project-generated VMT per service population exceeds the County of Riverside General Plan Buildout VMT per service population.

As elaborated in in Appendix H2, Attachment B, the project's VMT per service population is 24.5, which is below the General Plan Buildout VMT per service population of 36.3. As such, the project is considered to have a less than significant VMT impact on the environment and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact with Mitigation Incorporated.

Construction

The project has the potential to result in safety hazards during the short-term construction process. Partial and full lane closures may be required for a limited period of time during materials delivery and water connection, respectively. During periods when partial or full lane closures are required, the applicant would be required to implement a temporary Traffic Management Plan (TMP) to minimize congestion and safety impacts during the construction process; refer to **Mitigation Measure TRA-2**. The TMP would include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and use of construction flagperson(s) to direct traffic during heavy equipment use, among others. The TMP would provide congestion relief during short-term construction activities and ensure safe travel. Thus, with implementation of **Mitigation Measure TRA-2**, construction-related impacts in this regard would be less than significant.

Operations

The proposed driveway to the Project site on Haun Road is designed to be located approximately 650 feet south of Garbani Road. In order to provide adequate storage for vehicles in the dedicated turn lanes, a turn pocket with taper is recommended per the queuing analysis below. The turn lanes must meet the City's roadway design standard. The striping, signage and storage lane with taper will be designed in accordance with the City's Road Design Standards and to the satisfaction of the City Engineer.

Queue Analysis

The Traffic Impact Analysis assessed the project driveway on Haun Road (Intersection 7) to determine the storage length needed for proposed turn lanes. Appendix H1, Table 18 summarizes the SimTraffic 95th percentile queues lengths and the available storage distances. In order to provide adequate storage for vehicles in the dedicated turn lanes, a minimum of 200-foot turn pocket with taper is recommended by the Traffic Impact Analysis. The striping, signage and storage lane with taper would be designed in accordance with the City's Road Design Standards and to the satisfaction of the City Engineer. As shown by Appendix H1, Table 18, all proposed driveway turn pockets are projected to accommodate peak hour queuing with a minimum 200-foot turn pocket with taper.

To minimize potential roadway hazards associated with temporary traffic increases during events, Mitigation Measure TRA-3 requires the applicant to prepare a Special Event Traffic Management Plan to be implemented during events on the project site.

Mitigation Measures:

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

TRA-3 **Special Event Traffic Management Plan.** Prior to issuance of a Certificate of Occupancy, the project applicant shall prepare a Special Event Traffic Management Plan (Special Event TMP) for approval by the City of Menifee Traffic Engineer. The Special Event TMP shall include measures to minimize potential operational parking and traffic impacts on the surrounding street system to the maximum extent feasible, such as temporary striping plans, personnel to direct traffic as needed, and temporary signage and changeable message signs.

d) Result in inadequate emergency access?

Less Than Significant Impact with Mitigation Incorporated. As stated, the site would have one access driveway from Haun Road. The RCFD would review the proposed driveway and interior vehicular circulation network against the Department's requirements related to fire access and turning radius requirements. Additionally, in the approved Application for Alternate Materials and Methods[46], the RCFD has included specific design measures to ensure adequate access and circulation for emergency vehicles and evacuations, refer to **Mitigation Measure HAZ-1** in Section 4.9 above. Further, should partial or full lane closures be required as part of project construction activities, implementation of a TMP would minimize congestion and ensure safe travel, including emergency access in the project vicinity; refer to **Mitigation Measure TRA-2**. In addition, the applicant is required to implement a Special Event Traffic Management Plan during events held on the project site to minimize potential parking and traffic impacts on the surrounding street system; **Mitigation Measure TRA-3** would require a Special Event Traffic Management Plan. As such, project implementation would not interfere with the implementation of an emergency response plan or emergency evacuation plan. With implementation of **Mitigation Measures TRA-2** and **TRA-3**, impacts would be less than significant.

Mitigation Measures: Refer to **Mitigation Measure HAZ-1, TRA-2**, and **TRA-3**.

[46] Riverside County Fire Department, Office of the Fire Marshal at City of Menifee, *Application for Alternate Materials and Methods*, approved February 27, 2025.

4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			✓	
2) 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.			✓	

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

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

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less Than Significant Impact. As detailed in Response 4.5(a), no historic resources listed or eligible for listing in a State or local register of historical resources are located on the project site. Nonetheless, there is a possibility of encountering unknown cultural resources during ground disturbing activities associated with project construction. As such, the project applicant must comply with Standard Condition SC-CUL-1 and SC-CUL-3 to minimize potential impacts to unknown cultural resources. Therefore, impacts related to historic tribal cultural resources defined in Public Resources Code Section 5020.1(k), would be less than significant.

***Standard Conditions and Requirements*:** Refer to SC-CUL-1 and SC-CUL-3 in Section 4.5, *Cultural Resources*.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. In compliance with AB 52, on October 2, 2023, the City distributed letters notifying Native American Tribes that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the proposed project. The Agua Caliente Band of Cahuilla Indians, Pechanga Band of Luiseño Indians, Soboba Band of Luiseño Indians and Rincon Band of Luiseño Indians were notified. Per AB 52, tribal governments have 30 days to respond to the City's request for consultation.

All of the notified tribes responded with the exception of the Soboba Band of Luiseño Indians. The three responding tribes indicated that the project site is located within their tribal Traditional Use Area. Tribal representatives from the Agua Caliente Band of Cahuilla Indians and Rincon Band of Luiseño Indians requested consultations with the City and requested copies of cultural resource documents for their review. The City conducted multiple quarterly meetings with the Soboba Band of Luiseño Indians.

To avoid impacting or destroying tribal cultural resources that may be inadvertently unearthed during the project's ground disturbing activities, the project would adhere to the City's Standard Conditions of Approval (see Standard Conditions). Specifically, as discussed in Section 4.5, *Cultural Resources,* SC-CUL-1 requires the presence of the project Archaeologist and the Tribal monitor(s), who shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition, etc. In addition, SC-CUL-4 would ensure inadvertent discoveries of Native American cultural resource are preserved-in-place, reburied on-site, or a combination of the two in consultation with the tribes. With implementation of the City's Standard Conditions of Approval, impacts would be less than significant.

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

Mitigation Measures: No mitigation measures are required.

4.19 Utilities and Service Systems

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

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

Less Than Significant Impact.

Water

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

Wastewater

EMWD owns and operates five regional water reclamation facilities (RWRF) including the Perris Valley RWRF, which would provide wastewater collection and treatment services for the proposed development. On-site sewer laterals would connect to existing sewer facilities in Haun Road. Compliance with the required sewer connections and wastewater discharge rate would be verified prior to issuance of building permits by the City of Menifee Public Works Department.

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

Stormwater

According to the Drainage Report, the project would primarily drain northeasterly in the parking lot, where it would be collected by a series of biofiltration planters. After treatment, runoff would enter a private storm drain system consisting of PVC pipes, area drain inlets, and three 24"x24" grated inlets. The flows would be conveyed to two underground storage chambers with a combined capacity of 4,274 cubic feet and then discharged through a headwall at the north property line at the site's existing low point; refer to Appendix F1. All on-site stormwater would be captured in accordance with MS4 permit requirements; refer to Section 4.10, *Hydrology and Water Quality*. Open drainage channels and underground storm drains larger than 36 inches diameter are operated and maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD); smaller underground storm drains are operated and maintained by the City of Menifee Public Works Department. It is anticipated the proposed drainage system would adequately provide drainage treatments, detention, and conveyance in accordance with City of Menifee and RCFCWCD requirements. Construction of the new storm drain improvements would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations. Impacts in this regard would be less than significant.

Dry Utilities

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

Mitigation Measures: No mitigation measures are required.

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

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

and 60 percent of the total water supply, while local potable groundwater, desalted water, and recycled water accounted for the rest.[47]

According to the 2020 UWMP, EMWD would be capable of providing adequate water supply to its service area under a normal supply and demand scenario, single dry-year supply and demand scenario, and multiple dry-year supply and demand scenarios through 2045. The 2020 UWMP water supply predictions are based on existing General Plan designations and account for increased demand as growth within the City occurs. Based on the General Plan, the project site is designated EDC. The purpose of the EDC-CC designation is to provide a mixture of residential, commercial, office, civic, industrial, entertainment, educational, and/or recreational uses. The site is zoned EDC-CC, which is intended for a mix of residential, commercial retail, commercial office, and business park uses. The project would allow for the development of two buildings: an approximately 69,618-square-foot building which would house a fitness center, multipurpose center, and museum; and an approximately 16,616-square foot two-story office building. As concluded in Section 4.11, the proposed development is consistent with the allowed used under the EDC-CC designation. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. EMWD owns and operates five regional water reclamation facilities, including the Perris Valley RWRF, which would provide wastewater collection and treatment services for the proposed development. On-site sewer laterals would connect to existing sewer facilities in the adjacent roadways. The RWRF currently has a current capacity of 22 million gallons per day (mgd) with a planned capacity of 100 mgd.[48] As the project is consistent with the land use designation for the area, payment of standard sewer connection fees and ongoing user fees would ensure that sufficient capacity is available. As such, the project's potential impacts on wastewater treatment provider would be fully mitigated via payment of fees and EMWD's service commitment. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Waste Management provides solid waste service to the City, including the project site, and is the primary disposal location for Waste Management Services. In 2019 (the most recent reporting year available), a total of 62,210 tons of solid waste were disposed in six permitted landfills serving the City.[49] Among the six sites serving the City, Badlands Sanitary Landfill, El Sobrante Landfill, and Lamb Canyon Sanitary Landfill admitted the majority of City's waste.

Construction

Project construction activities are not anticipated to generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. Further, construction activities would be subject to conformance with relevant

[47] Water Systems Consulting, Inc., *Eastern Municipal Water District 2020 Urban Water Management Plan*, July 1, 2021. https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721

[48] EMWD, *Perris Valley Regional Water Reclamation Facility*, January 2021.

[49] California Department of Resources Recycling and Recovery, *Jurisdiction Disposal by Facility With Reported Alternative Daily Cover (ADC) and Alternative Intermediate Cover (AIC)*, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed June 6, 2024.

Federal, State, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible. AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The project would also be required to demonstrate compliance with the 2022 Green Building Code, which includes design and construction measures that act to reduce construction-related waste through material conservation and other construction-related efficiency measures. Compliance with these regulations would ensure the project's construction-related solid waste impacts would be less than significant.

Operation

Based on CalRecycle's waste generation rates for commercial development (5 pounds of waste per 1,000 square feet per day), project operations associated with the fitness center, museum and multipurpose center are expected to generate approximately 348.09 pounds per day.[50] Based on CalRecycle's waste generation rates for office development (6 pounds of waste per 1,000 square feet per day), project operations associated with the office building are expected to generate approximately 99.70 pounds per day.[51] As such, the proposed project is anticipated to generate approximately 0.22 tons per day, or approximately 81.72 tons per year. This represents less than 0.5 percent of any landfill's maximum daily permitted throughput capacity identified in Table 4.19-1, *Landfills Serving the City*. As such, the project is not anticipated to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts in this regard would be less than significant.

Table 4.19-1
Landfills Serving the City

Landfill/Location	Amount Disposed by City in 2019 (tons/day)[1]	Maximum Daily Throughput (tons per day)[2]	Remaining Capacity (cubic yards)[2]	Anticipated Closure Date[2]
Badlands Sanitary Landfill 31125 Ironwood Avenue Moreno Valley, CA 92555	52.65	5,000	7,800,000	1/1/2059
El Sobrante Landfill 10910 Dawson Canyon Road Corona, CA 91719	112.81	16,054	143,977,170	1/1/2051
Lamb Canyon Sanitary Landfill 16411 State Hwy 79 Beaumont, CA 92223	4.57	5,000	19,242,950	4/1/2032

Sources:
1. California Department of Resources Recycling and Recovery, *Jurisdiction Disposal by Facility With Reported Alternative Daily Cover (ADC) and Alternative Intermediate Cover (AIC)*, Disposal during 2019 for Menifee, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed January 15, 2025.
2. California Department of Resources Recycling and Recovery, *SWIS Facility/Site Search*, https://www2.calrecycle.ca.gov/SolidWaste/Site/Search, accessed January 15, 2025.

Mitigation Measures: No mitigation measures are required.

[50] California Department of Resources Recycling and Recovery, *Estimated Solid Waste Generation Rates*, https://www2.calrecycle.ca.gov/wastecharacterization/general/rates, accessed January 17, 2025.
[51] Ibid.

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

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

Mitigation Measures: No mitigation measures are required.

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4.20 Wildfire

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

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

No Impact. According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone Map Viewer, the project site is not located in or near a fire hazard severity zone (FHSZ) within a State Responsibility Area (SRA) or Local Responsibility Area (LRA).[52] Therefore, the project would not impair an adopted emergency evacuation or response plan associated with a FHSZ within an SRA. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.20(a) above. The project site is not located in or near a FHSZ within an SRA or LRA. Therefore, the project, due to slope, prevailing winds, and other factors, would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire within such areas. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.20(a) above. The project site is not located in or near a FHSZ within an SRA or LRA. Therefore, the project would not require the installation or maintenance of associated infrastructure (such as roads,

[52] California Department of Forestry and Fire Protection, *FHSZ Viewer*, https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/, accessed June 6, 2024.

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 within such areas. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.20(a) above. The project site is not located in or near a FHSZ within an SRA or LRA. Therefore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes within such areas. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.21 Mandatory Findings of Significance

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

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

Less Than Significant Impact With Mitigation Incorporated. As concluded in Section 4.4, *Biological Resources*, to reduce impacts to special status wildlife, the project would implement **Mitigation Measure BIO-2**, which requires a pre-construction survey for nesting birds. **Mitigation Measure BIO-1** would require a pre-construction survey for burrowing owl prior to ground disturbing activities, to verify the presence or absence of the species. With implementation of these mitigation measures, biological impacts would be reduced to a less than significant level.

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

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

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when

viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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

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

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

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