



Boulders II Project

Initial Study – Mitigated Negative Declaration

prepared by

City of Menifee

Planning Division, Department of Community Development

29844 Haun Road

Menifee, California 92586

Contact: Ryan Fowler, Planning Manager

prepared with the assistance of

Rincon Consultants, Inc.

250 East 1st, Suite 1400

Los Angeles, California 90012

July 2026



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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Initial Study

1. Project Title

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2. Lead Agency Name and Address

City of Menifee
29844 Haun Road
Menifee, California 92586

3. Contact Person and Phone Number

Ryan Fowler, Planning Manager
City of Menifee
29844 Haun Road
Menifee, California 92586
rfowler@cityofmenifee.us

4. Project Location

The planned development is located roughly 150-feet west of the Edina Road and approximately 600-feet east of Berea Road just north of Newport Road, in the City of Menifee (City), California ("Project Site"). The Project Site encompasses approximately 10.15 acres that are identified as Assessor Parcel Numbers (APNs) 339-200-012 and -013. Figure 1, below, depicts the Project Site in relation to the general region and Figure 2, below, shows the Project Site in its neighborhood context.

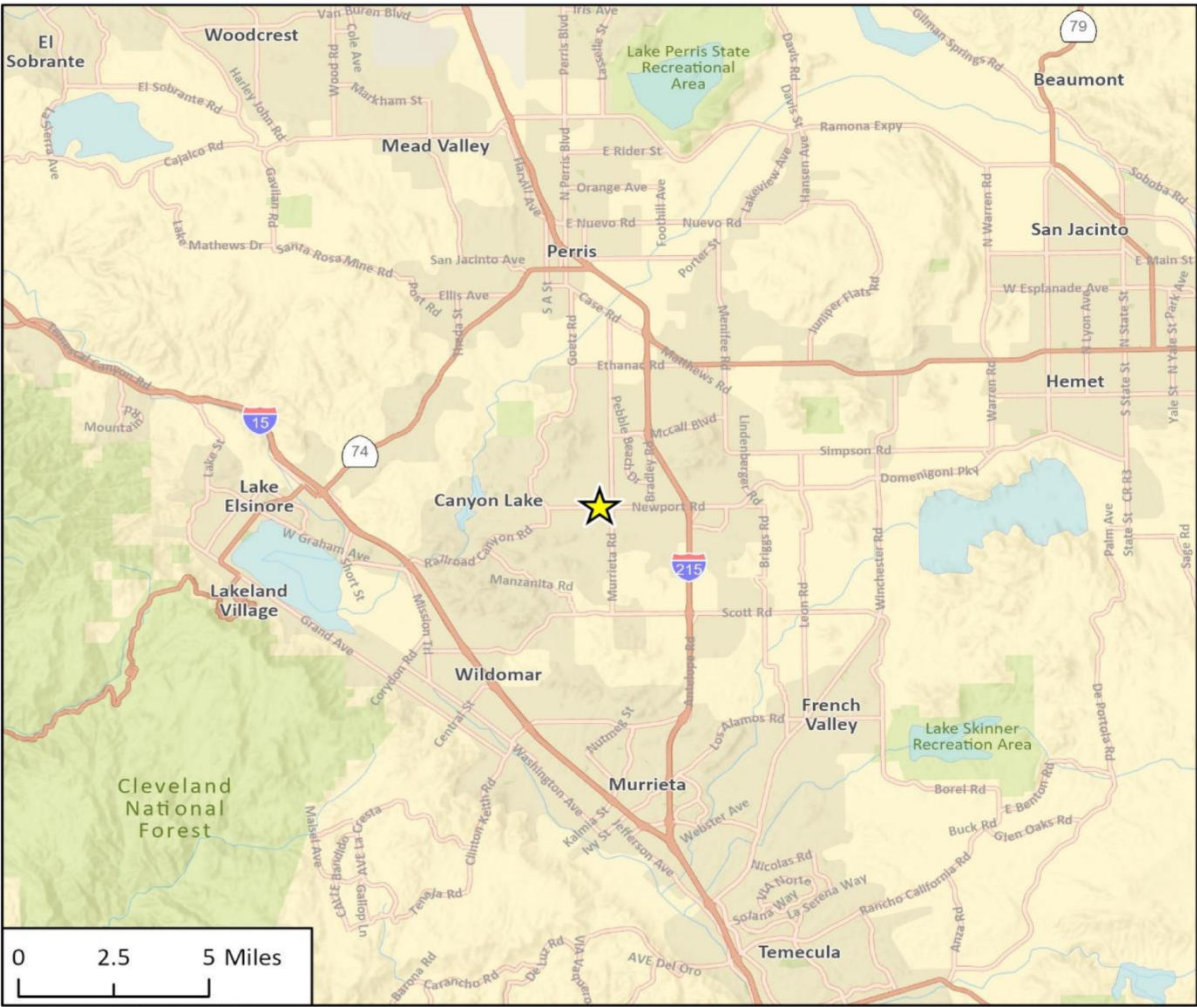
5. Project Sponsor's Name and Address

Trademark Construction Co. Inc.
15916 Bernardo Center Drive
San Diego, CA 92127

6. General Plan Designation and Zoning

The Project Site is given the General Plan land use designation of 5.1-8 du/ac Residential (5.1-8 R). According to the Menifee Code of Ordinances (COO), the Project Site has a zoning designation of Low Medium Density Residential (LMDR).

Figure 1 Regional Location



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25-17542 BIO
Fig 1 Regional Location

★ Project Location

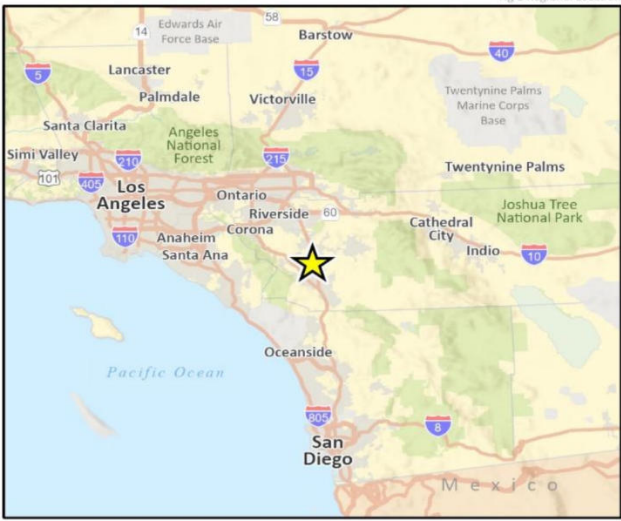
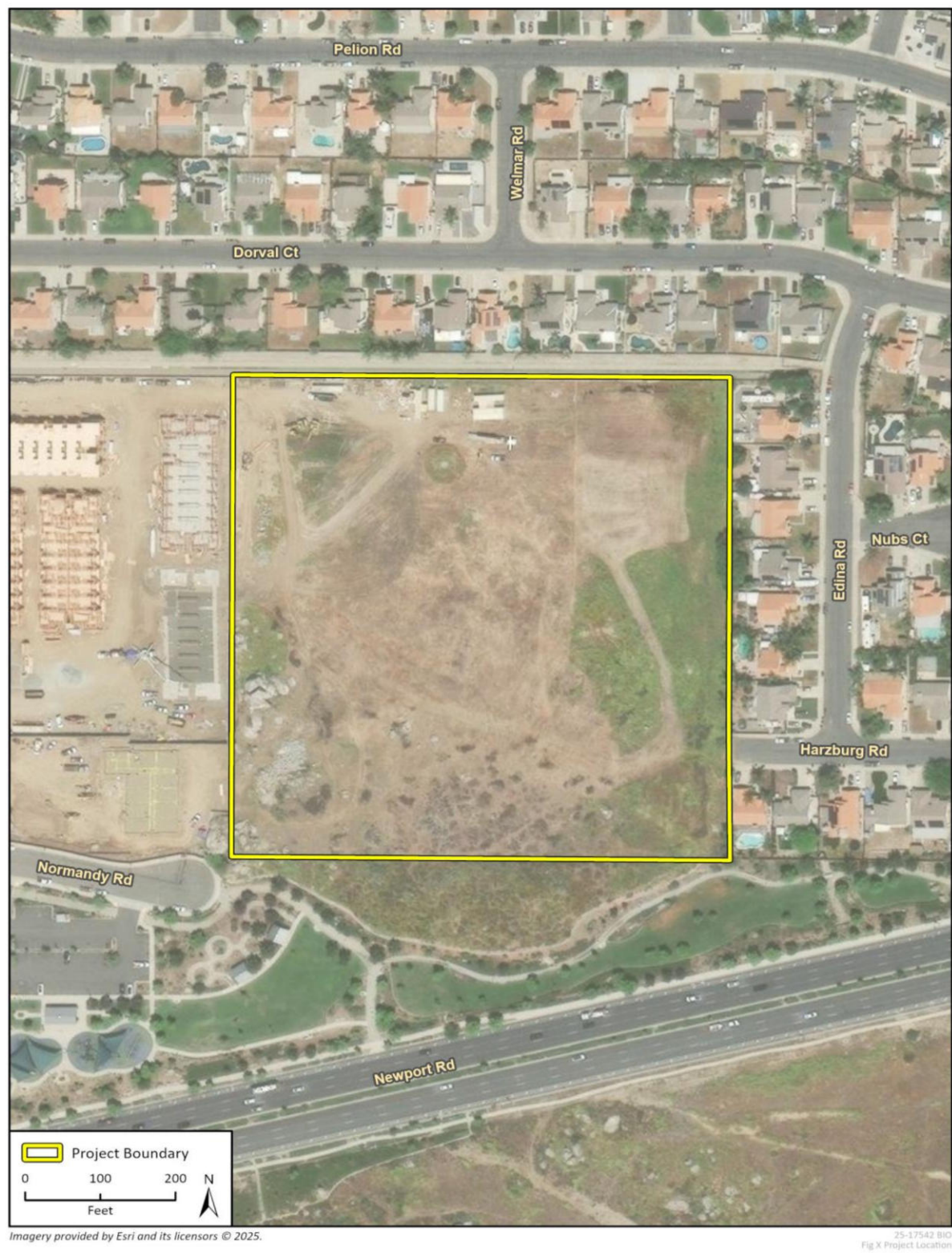


Figure 2 Project Location



7. Regional Setting

The City of Menifee is an inland city in Riverside County. Menifee is surrounded by Canyon Lake and Lake Elsinore to the west, the City of Perris to the north, the City of Hemet to the east, the City of Wildomar to the southwest, and the Cities of Murrieta and Temecula to the south. Regional access to the Project Site is available from Interstate 215 (I-215).

Local vehicular access to the Project Site is available by Newport Road, Murrieta Road, and Murphy Ranch Road. The Project Site is also accessible via Riverside Transit Agency (RTA) bus route 61, with the nearest bus stop located approximately one-half mile east of the Project Site at the Murrieta Rd./Newport Rd. bus stop.

8. Description of Project

The Boulders II development consists of an approximately 10.15-acre parcel with a proposed developed area of roughly 9.6-acres. The proposed multi-family residential development includes 240 total units within five (5) four-story buildings, ten (10) two-story buildings, and two (2) one-story recreational and maintenance buildings totaling 126,028 square feet of development ("Proposed Project" or "Project"). The Proposed Project also includes 378 parking stalls to accompany residents and guests visiting the Project Site. As part of the approval process, the Applicant is requesting approval of a Zone Change, General Plan Amendment, and Minor Plot Plan (MPP# 24-0251).

9. Surrounding Land Uses and Setting

The Project Site is located north of Newport Road, south of Dorval Court, west of Edina Road and east of Berea Road. The Project Site is currently naturally disturbed and contains limited ruderal vegetation. In particular, it is surrounded by mixed land uses and single-family residences. Specifically, single-family residences are found directly east and north of the Project Site. The Boulders I development is located directly west of the Project Site (adjacent to Boulders II), which includes a multi-family residential community, as well as medical offices and a day care facility. Currently, the Project Site is vacant and undeveloped.

10. Other Public Agencies Whose Approval is Required

Eastern Municipal Water District (water/sewer connections); Santa Ana Regional Water Quality Control Board [Santa Ana RWQCB] (National Pollutant Discharge Elimination System [NPDES] Permit).

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?

Request for AB52 tribal consultation sent out to local tribes in the area (Pechanga Band of Indians, Agua Caliente, Rincon Band of Luiseno Indians, and Soboba). The City met with various tribal groups

as part of ongoing quarterly meetings and all agreed with implementing agreed upon conditions of approval and had no further comments on the Project.

Environmental Factors Potentially Affected

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

- | | | |
|--|---|---|
| ☐ 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 |

Determination

Based on this initial evaluation:

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

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

Signature

Date

Printed Name

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

For purposes of determining significance under CEQA, scenic resources are the visible natural and cultural features of the landscape that contribute to the public's enjoyment of the environment. A scenic vista is defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Public views are those that are experienced from a publicly accessible vantage point, such as a roadway or public park. Scenic vistas can be officially designated by public agencies. The California Department of Transportation (Caltrans) manages the California State Scenic Highway Program, which designates state scenic highways. Scenic highways are highways located in areas of natural beauty. A scenic highway becomes officially designated when the local governing body applies to and is approved by Caltrans for scenic highway designation and adopts a Corridor Protection Program that preserves the scenic quality of the land that is visible from the highway right of way.

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

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

The mountainous landscape surrounding Menifee is a defining element of the City's visual character and contributes to its scenic quality. Prominent views include the San Jacinto Mountains to the northeast and east, the San Bernardino Mountains to the north, the San Gabriel Mountains to the northwest, and the Santa Ana Mountains to the west and southwest. The Project Site is located west of the intersection of Harzburg Road and Edina Road, where hillsides and mountain views are present in all directions, although existing development and mature trees partially limit visibility. As discussed in the General Plan Environmental Impact Report (EIR), implementation of General Plan policies would ensure that future development minimizes impacts to scenic vistas through the preservation of undisturbed hillsides and natural landforms (Menifee 2013a).

The Project would not substantially block views of any hillsides and mountains (e.g., Menifee Mountain) surrounding the Project Site, including the mountainous portion of the Project Site, due to the relatively low height of the development proposed (between two and four stories) and existing residential development (mostly single story) surrounding the Project Site. Existing views of the San Jacinto Mountains, San Bernadino Mountains, the San Gabriel Mountains, and the Santa Ana Mountains are limited by site topography and existing structures near the Project Site. Thus, impacts would be considered less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The Project Site is not adjacent to any officially designated State Scenic Highway, as identified by the California Scenic Highway Mapping System (California Department of Transportation [Caltrans] 2019). However, the City of Menifee General Plan Community Design Element identifies Interstate 215 (I-215) as an Enhanced Landscape Corridor (Menifee 2013b). Enhanced Landscape Corridors are intended to reinforce a strong visual identity along major transportation routes and are subject to special design considerations to ensure compatibility with the surrounding community and to visually frame the City's most distinctive features. The City's Scenic Corridors correspond with roadways designated as Eligible County Scenic Highways in the Circulation Element. The Proposed Project is located approximately 2.2 miles west of I-215 and is not visible from the freeway due to flat topography and intervening development. All proposed improvements would be confined to the boundaries of the Project Site.

The Project Site does not contain scenic resources such as rock outcroppings, significant trees, or historic structures. As a result, development of the Proposed Project would not damage scenic resources within views from a State Scenic Highway. As discussed in the General Plan EIR, implementation of applicable General Plan policies and adherence to City design guidelines would further ensure that the Proposed Project does not result in significant visual impacts. In addition, because Interstate 215 is not officially designated as a State Scenic Highway, any effects on views would be less than significant, and mitigation is not required.

LESS THAN SIGNIFICANT IMPACT

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are

experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Development of the Proposed Project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the Project Site's existing surroundings. However, the Project Site is not considered to be located in a non-urbanized area, as discussed below, since its surrounded by primarily residentially zoned land.

The Proposed Project would develop a multifamily residential complex on the Project Site. Although implementation of the Proposed Project would alter the Project Site's appearance compared to existing conditions, it would not substantially degrade the overall visual character or quality of the area. The Proposed Project would be similar in scale, massing, and architectural style to the adjacent multifamily complex and nearby residential development located to the north and east and would therefore remain visually consistent with the surrounding urban environment.

Upon approval of the Project, the addition of the proposed development would not degrade the existing visual character or quality of the site and its immediate surroundings and would be consistent with the City's envisioned visual character and quality of the Project Site and surrounding neighborhoods. Thus, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). There are lighting sources adjacent to the Project Site on Harzburg and Edina Road, including free-standing streetlights, light fixtures on residential buildings, vehicle headlights, and traffic lights. There are no existing light sources on the Project Site.

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

The City of Menifee General Plan Community Design Element includes goals that encourage attractive landscaping, lighting, and signage that conveys a positive image of the community (CD-6) and that limit light leakage and spillage that may interfere with the operations of the Palomar Observatory (Goal CD-6.5). Lighting associated with the Proposed Project would comply with Menifee Municipal Code Section 6.01 and General Plan goals. Accordingly, the Proposed Project would have a less than significant impact on interfering with the nighttime use of the Mt. Palomar Observatory.

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

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
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. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

The Proposed Project is located on a vacant site. The surrounding parcels are comprised mainly of residential land uses. The map of Important Farmland in California (2014) prepared by the Department of Conservation (DOC) does not identify the Project Site as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2025). The Project Site is designated as Farmland of Local Importance and Urban and Built-Up Land by the Farmland Mapping and Monitoring Program (FMMP), which means the site had been designated for agricultural use in previous local plans (DOC 2025). However, the Project Site is not designated as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

The Project Site is designated 5.1-8 du/ac Residential in the City's General Plan and is zoned LMDR. The Project Site is already naturally disturbed due to nearby construction activity. According to the General Plan and Zoning Map, the Proposed Project is intended for non-farmland uses, and would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance into non-agricultural uses. Therefore, no impact would occur.

NO IMPACT

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

No Williamson Act Contracts are active for the Project Site. The Project Site is zoned LMDR, which is intended for residential uses. Therefore, the Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act Contract. Thus, no impact would occur.

NO IMPACT

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

Public Resources Code Section 12220(g) identifies forest land as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish, and wildlife, biodiversity, water quality, recreation, and other public benefits. The Project Site and surrounding properties are not currently being managed or used for forest land as defined in Public Resources Code Section 12220(g). Historically, operation of the Project Site has included mining activities and soil hauling for import and export purposes. Therefore, development of the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Thus, no impact would occur.

NO IMPACT

- d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

As discussed in the previous section, the Project Site is not currently being managed or used for forest land; thus, there would be no loss of forest land or conversion of forest land to non-forest use as a result of the Proposed Project. As a result, no impact would occur.

NO IMPACT

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

The Project Site is classified as Farmland of Local Importance and Urban Built-Up Land; however, the Project Site is designated 5.1-8 Residential and zoned LMDR. The Project Site is not currently being used for agriculture. Menifee's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable (Menifee 2013). Development of the Proposed Project would not involve changes in the existing environment in a manner that would result in the conversion of

agricultural land to non-agricultural land or forest land to non-forest land. Therefore, no impact would occur, and no mitigation is required.

NO IMPACT

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3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Most of the information below is based on Appendix A, CalEEMod Worksheets, to this IS-MND.

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC)/reactive organic gases (ROG),¹ nitrogen oxides (NO_x), particulate matter with diameters of ten microns or less (PM₁₀) and 2.5 microns or less (PM_{2.5}), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_x. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). Air pollutants can be generated by the natural environment, such as when high winds suspend fine dust particles.

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

¹ CARB defines VOC and ROG similarly as, “any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate,” with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this IS-MND.

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.
- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air Quality Standards and Attainment

The Project Site is located in the South Coast Air Basin (SCAB), which is under the authority of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether the standards are met or exceeded, the SCAB is classified as being in “attainment” or “nonattainment.” In areas designated as non-attainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants, and the human health impacts associated with these criteria pollutants, presented in Table 1, are already occurring in that area as part of the environmental baseline condition. Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The SCAB is currently designated nonattainment for the NAAQS for ozone, PM_{2.5}, and is in partial nonattainment for lead. Additionally, it is nonattainment for the CAAQS for ozone, PM₁₀, and PM_{2.5}, and is designated unclassifiable or in attainment for all other federal and state standards (CARB 2023). The nonattainment statuses result from several factors. These factors include the combination of emissions from a large urban area, the regional meteorological conditions adverse to the dispersion of air pollution emissions, and the mountainous terrain surrounding the SCAB that traps pollutants (SCAQMD 2022).

Table 1 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM ₁₀ and PM _{2.5})	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma).
Lead	(1) Learning disabilities; (2) impairment of blood formation and nerve function; (3) cardiovascular effects, including coronary heart disease and hypertension; and (4) possible male reproductive system effects.

Pollutant	Adverse Effects
Source: USEPA 2025	

Air Quality Management

Since the SCAB currently exceeds ozone and PM_{2.5} NAAQS standard, the SCAQMD is required to implement strategies to reduce pollutant levels to achieve attainment of the NAAQS. To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of air quality management plans (AQMPs) that serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The most significant air quality challenge in the SCAB is to reduce NO_x emissions to meet the 2037 ozone standard deadline for the non-Coachella Valley portion of the SCAB, as NO_x plays a critical role in the creation of ozone. The 2022 AQMP includes strategies to ensure the SCAQMD does its part to further the district’s ability to meet the 2015 federal ozone standards (SCAQMD 2022). The 2022 AQMP builds on the measures already in place from the previous AQMPs and includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technology, best management practices, co-benefits from existing programs, incentives, and other CAA measures to meet the 8-hour ozone standard.

The SCAQMD’s strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across federal, State, and local levels and industries. The majority of these emissions are from heavy-duty trucks, ships, and other State and federally regulated mobile source emissions that the majority of which are beyond SCAQMD’s control. The SCAQMD has limited control over truck emissions with rules such as Rule 1196. In addition to federal action, the 2022 AQMP relies on substantial future development of advanced technologies to meet the standards, including the transition to zero- and low-emission technologies. The AQMP also incorporates the transportation strategy and transportation control measures from Southern California Association of Governments (SCAG)’s 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS] Plan (Connect SoCal) (SCAG 2020). The SCAG is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and State air quality plans to attain the NAAQS. Connect SoCal includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP.

Air Emission Thresholds

The SCAQMD approved the *CEQA Air Quality Handbook* in 1993. Since then, the SCAQMD has provided supplemental guidance on their website to address changes to the methodology and nature of CEQA. Some of these changes include recommended thresholds for emissions associated with both construction and operation of the project are used to evaluate a project’s potential regional and localized air quality impacts (SCAQMD 2023).

Regional Thresholds

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB. These thresholds, shown in Table 2, are used to evaluate a project’s potential air quality impacts.

Table 2 SCAQMD Regional Air Quality Significance Thresholds

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

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

Source: SCAQMD 2023

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs have been developed for NO_x, carbon monoxide, PM₁₀, and PM_{2.5} and represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest sensitive receptor. LSTs take into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions within site areas that measure one, two, or five acres. LSTs only apply to emissions in a fixed stationary location (such as fugitive dust, equipment exhaust, and operational energy and area sources) and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008a).

The Project Site is within SRA 24 (Perris Valley). SCAQMD provides LST lookup tables for Project Sites that measure one, two, or five acres. The project's disturbance area is approximately 8.57 acres; therefore, this analysis utilizes the five-acre LSTs. LSTs are provided for receptors at a distance of 25 meters, 50 meters, 100 meters, 200 meters, and 500 meters between the project disturbance boundary to the sensitive receptors. The project analysis assumes main construction activity would occur adjacent to the closest sensitive receptor, which consists of single-family residential properties. Therefore, the analysis uses LST values for 25 meters, consistent with SCAQMD methodology (SCAQMD 2008a). LSTs for projects in SRA 24 on a five-acre site with a receptor 25 meters away are shown in Table 3.

Table 3 SCAQMD LSTs for Construction and Operation

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

SRA = source receptor area; NO_x = nitrogen oxides; NO₂ = nitrogen dioxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter no more than 10 microns; PM_{2.5} = particulate matter with a diameter no more than 2.5 microns
Source: SCAQMD 2009

Toxic Air Containments Thresholds

The SCAQMD has developed significance thresholds for the emissions of toxic air contaminants (TACs) based on health risks associated with elevated exposure to such compounds. For carcinogenic compounds, cancer risk is assessed in terms of incremental excess cancer risk. A project would result in a potentially significant impact if it would generate an incremental excess cancer risk of 10 in 1 million (1×10^{-6}) or a cancer burden of 0.5 excess cancer cases in areas exceeding a one-in-one-million risk. In addition, non-carcinogenic health risks are assessed in terms of a hazard index. A project would result in a potentially significant impact if it would result in a chronic and acute hazard index greater than 1.0 (SCAQMD 2023).

Methodology

Air pollutant and GHG emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod uses project-specific information, including the project's land uses, location, and construction parameters, to model construction and operational emissions. The analysis reflects the construction and operation of the project as described above.

Proposed Project construction would primarily generate temporary criteria pollutant emissions from construction equipment operation onsite and vehicle trips associated with construction, such as workers, vendor, and water truck trips. Construction of the Proposed Project was analyzed based on the building characteristics, construction schedule, and construction equipment list provided by the project engineer. Project construction is scheduled to begin in March 2026 and end in August 2027. The Project Site is vacant and would not include a demolition phase. Excavated soils during the site preparation and grading phase would be used as backfill on the site, and therefore there would be no soil import or export. For a conservative emissions analysis, all construction equipment is assumed to be diesel-powered. The list of construction equipment provided by the applicant that would be equipped with Tier 4 Final engines or retrofitted to Tier 4 Final standards are presented in Table 4. The project would be required to comply with all applicable regulations, such as SCAQMD Rule 403 for dust control measures and Rule 1113 for architectural coating VOC limits.

Table 4 Tier 4 Final Construction Equipment List

Construction Phase	Construction Equipment List
Grading	Graders, Excavators, Tractors/Loaders/Backhoes, Dozers, Air Compressors, Crushing and Processing Equipment, Scrapers, Skid Steer Loaders, and Crawler Tractors
Building Construction	Forklifts, Air Compressors, and Rough Terrain Forklifts
Paving	Paving Equipment, Rollers, and Off-Highway Trucks
Architectural Coating	Air Compressors and Forklifts

Notes: Information provided by the Project applicant.

Operational emissions modeled include mobile source emissions and area source emissions. Mobile source emissions are generated by vehicle trips to and from the Project Site. Trip generation rates in CalEEMod were adjusted consistent with the daily vehicle trips and trip generation rates for low-rise and mid-rise apartments were provided by STC Traffic (STC Traffic 2026). Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings. The project would not include fireplaces in the residential units. In addition, the residential buildings would not include natural gas appliances; therefore, the Project would not emit energy source emissions.

Health Risk Assessment

A construction Health Risk Assessment (HRA) was performed in accordance with the revised OEHHA Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2015). The OEHHA guidance considers the sensitivity of children to TAC emissions, different breathing rates, and time spent at home. Children have a higher breathing rate compared to adults and would likely spend more time at home in nearby residences resulting in longer exposure durations.

The process of assessing health risks and impacts includes a degree of uncertainty. The level of uncertainty depends on the availability of data and the extent to which assumptions are relied upon in cases where the data are incomplete or unknown. All HRAs rely upon scientific studies to reduce the level of uncertainty; however, it is not possible to eliminate uncertainty from the analysis. Where assumptions are used to substitute for incomplete or unknown data, it is standard practice in performing HRAs to err on the side of health protection to avoid underestimating or underreporting the risk to the public. In general, sources of uncertainty that may lead to an overestimation or an underestimation of the risk include extrapolation of the toxicity data associated with animal exposure used to estimate exposure effects in humans and uncertainty in the exposure estimates. In addition to uncertainty, there exists “a natural range or variability in measured parameters defining the exposure scenario” and the fact that “the greatest quantitative impact is variation among the human population in such properties as height, weight, food consumption, breathing rates, and susceptibility to chemical toxicants” (OEHHA 2015).

The greatest potential for TAC emissions during construction would be DPM emissions associated with heavy-duty equipment during project construction. In addition, incidental amounts of toxic substances such as oils, solvents, and paints would be used. These products would comply with all applicable SCAQMD rules for their manufacture and use. The project would be subject to several SCAQMD rules designed to limit exposure to TACs during construction activities.

CANCER RISK BACKGROUND

Health risk impacts are assessed using a health risk calculation methodology that is consistent with the OEHHA guidance. This HRA addresses construction DPM emissions and the effects on nearby sensitive uses.

Health impacts are evaluated using a dose-response assessment, which describes the relationship between the level of exposure to a substance (i.e., the dose) and the incidence or occurrence of injury (i.e., the response). To determine the total dose to off-site sensitive receptors, the applicable pathways of exposure (e.g., inhalation) should be identified for the emitted substances, and the receptor locations are identified. The applicable exposure pathways determine the exposure algorithms that are used to estimate dose. After the exposure pathways are identified, the applicable fate and transport algorithms are used to estimate concentrations in the applicable exposure media (e.g., air) and the exposure algorithms are used to determine the substance-specific dose. In accordance with the OEHHA Guidance, the inhalation pathway was evaluated for construction and operational related projects. For the residential inhalation pathway, the dose is directly proportional to the breathing rate. OEHHA recommends using high end breathing rates (95th percentile) for children from the 3rd trimester through age two, and 80th percentile breathing rates for all other ages for residential exposures. (OEHHA 2015).

Once dose is calculated, cancer risk is calculated by accounting for cancer potency of the specific pollutant, age sensitivity, exposure duration, averaging time for lifetime cancer risk, and fraction of time spent at home (sensitive receptor). The cancer potency factor (CPF) is specific for each pollutant and is determined through peer-reviewed scientific studies. For example, the Scientific Review Panel recommends a CPF for DPM of 3.0×10^{-4} ($\mu\text{g}/\text{m}^3$) and a slope factor of 1.1 (ppm-day).² The age sensitive factor (ASFs) account for greater susceptibility in early life as compared to adult exposure, starting from the third trimester of pregnancy to 16 years. The fraction of time at home (FAH) considers the time actually residing at the sensitive receptor location. FAH also considers time spent at home for various age groups. For example, newborns are expected to reside at home for longer periods of time compared to school-age children, and the elderly (retirees) are expected to spend more time at home compared to people of working age. FAH consistent with OEHHA guidelines were used for the analysis. As the Rodriguez Family Child Care is within the 1,000-foot buffer of the Proposed Project, FAH was assumed to be 1 for all receptors under 17 years of age. Based on the initial HRA results, the daycare facility is not located within a cancer risk isopleth of one in one million or greater. Therefore, the final HRA applied a FAH of 0.85 for sensitive receptors from the third trimester through two years of age.

Each age group has different exposure parameters which require cancer risk to be calculated separately for each age group. The estimation of residential cancer risk uses the following algorithms:

$$\text{Risk} = \text{Dose inhalation} \times \text{Inhalation CPF} \times \text{ASF} \quad (\text{Equation 1})$$

Where:

$$\text{Dose inhalation} = \text{CAIR} \times \text{DBR} \times A \times \text{EF} \times \text{ED} \times \text{FAH}/\text{AT} \quad (\text{Equation 2})$$

Inhalation CPF = inhalation cancer potency factor

ASF = age-sensitivity factor

² CPF and slope factors are built into the HARP2 model used for quantifying risk.

Where:

CAIR = concentration of compound in air in micrograms per cubic meter ($\mu\text{g}/\text{m}^3$)
 DBR = breathing rate in liter per kilogram of body weight per day ($\text{L}/\text{kg-body weight}/\text{day}$)
 A = inhalation absorption factor (1 for DPM)
 EF = exposure frequency in days per year (day/year)
 ED = exposure duration in years (year)
 FAH = fraction of time at home
 AT = averaging time period over which exposure is averaged in days (day)

For assessment of off-site worker cancer risk, the estimation of worker cancer risk uses the following algorithms:

$$\text{Risk} = \text{Dose inhalation} \times \text{CPF} \times \text{ASF} \times \text{ED}/\text{AT} \quad (\text{Equation 3})$$

Where:

Dose inhalation = $(\text{CAIR} \times \text{WAF}) \times \text{DBR} \times \text{A} \times \text{EF} \times 10^{-6}$ (Equation 4)
 Inhalation CPF = inhalation cancer potency factor
 ASF = age-sensitivity factor
 ED = exposure duration in years (year)
 AT = lifetime cancer risk

Where:

CAIR = concentration of compound in air in micrograms per cubic meter ($\mu\text{g}/\text{m}^3$)
 WAF = worker adjustment factor
 DBR = breathing rate in liter per kilogram of body weight per day ($\text{L}/\text{kg-body weight}/\text{day}$)
 A = inhalation absorption factor (1 for DPM)
 EF = exposure frequency in days per year (day/year)

The incremental increase in cancer risk is the result of multiplying the dose by the pollutant-specific CPF values. Cancer risk is calculated by multiplying the inhalation dose by the inhalation CPF to yield the potential inhalation excess cancer risk. Cancer risk was evaluated for residences in the surrounding area. Risk for all receptors as well as modeling output is included as part of Appendix A.

NON CANCER RISK BACKGROUND

Non-cancer chronic impacts were assessed based on the hazard index (HI). The evaluation of chronic impacts is based on the maximum annual emissions over a 12-month period of construction activity. The chronic HI is calculated by dividing the maximum modeled annual average concentration at the maximum impacted sensitive receptor by the recommended exposure limit (REL). The REL is the concentration at or below which no adverse health effects are anticipated. For example, OEHHA has recommended an ambient concentration of $5 \mu\text{g}/\text{m}^3$ as the chronic inhalation REL for DPM exhaust.

Therefore, a sensitive receptor exposed to an annual average DPM concentration of $5 \mu\text{g}/\text{m}^3$ or less would not result in a chronic impact. Non-cancer chronic impacts affect specific target organ systems (also called toxicological endpoints), such as the eye, nervous system, reproductive system, and respiratory system. The chronic health impact with the maximum HI for the same target organ system is used for impact determination.

HEALTH RISK CALCULATIONS

Construction emissions rates were based on anticipated max daily emissions modeled using the CalEEMod version 2022.1, refer to Appendix A for the data output sheets. CalEEMod differentiates between particulate matter emitted from engine exhaust (i.e., DPM) and particulate matter emitted from ground disturbing activities (i.e., fugitive dust, which does not constitute DPM) (California Air Pollution Control Officers Association 2022). DPM concentration was estimated based on the PM_{10} exhaust emissions (not including fugitive PM_{10}) provided by CalEEMod, which are DPM emissions resulting from combustion of diesel-fueled vehicles and off-road equipment during construction. PM_{10} exhaust is composed of DPM and other air toxics; therefore, PM_{10} exhaust is a conservative estimate for DPM emissions estimates. Please refer to Appendix A for more information related to construction health risk calculations.

DISPERSION MODELING

Dispersion modeling was performed using the USEPA-approved American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) with meteorological data from the representative SCAQMD monitoring station located near the Project Site. The nearest representative meteorological station is located at Perris air monitoring station, approximately 7 miles north of the Project Site. The analysis uses National Elevation Dataset GeoTiff digital terrain files for terrain data at resolution of one arc-second (10 meters). Vehicle exhaust emissions sources for the project were located on the Project Site corresponding to the areas of construction. The construction activity was modeled as an area source in AERMOD with an assumed release height of five meters, corresponding to the approximate height of off-road equipment mufflers from which exhaust emissions would be released (SCAQMD 2008a).

The presence of buildings and other structures disturbs downwind air flow. However, building downwash is only calculated for point sources and not appropriate to include in AERMOD for this HRA because there are no point sources in the analysis. AERMOD provides the concentration estimated by the air quality model based on an emission rate of one gram per second (OEHHA 2015). Construction emissions would not be generated during nighttime hours; therefore, the dispersion modeling allocates the emissions during active construction hours, approximately 11 hours per day between Monday to Friday. The urban dispersion option was applied using an estimated population of 9,663,345 for the County of Los Angeles, pursuant SCAQMD AERMOD modeling guidance (SCAQMD 2025a).

To represent existing sensitive receptors around the Project Site, 705 receptors were modeled in AERMOD. A flagpole height (i.e., the height that a receptor is above the ground) was not included, based on SCAQMD AERMOD modeling guidance (SCAQMD 2025a). Sites that were not modeled would result in risk that would be less than the risk modeled for those receptors included in the analysis.

HEALTH RISK

Health risk was calculated for the duration of project construction and based on a 30-year exposure period using in-house spreadsheets and is consistent with the OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines: The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2015). Chronic impacts are based on the maximum annual emissions over a 12-month period of construction activity. Neither DPM nor PM_{2.5} is associated with acute health risks (OEHHA 2025); therefore, acute risk was not evaluated.

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

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2022 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local county general plans and the Connect SoCal's socioeconomic forecast projections of regional population, housing, and employment growth (SCAQMD 2022, SCAG 2020).³

The population growth forecasts in Connect SoCal estimate that the City of Menifee's population would increase to 129,800 people by 2045, which is an increase of 40,200 residents from the city's estimated 2016 baseline (SCAG 2020). The Project would construct 10 two-story triplex and five four-story flats, consisting of 240 residential units, on a site currently vacant. According to the California Department of Finance (DOF), the City of Menifee has an estimated average person per household size of 2.85 (DOF 2024). Therefore, the Project would increase the local population by up to 684 persons (240 units x 2.85 persons per unit) and would be accommodated within the SCAG growth forecast for the City of Menifee.

In addition, the AQMP provides strategies and measures to reach attainment with the thresholds for 8-hour and 1-hour ozone and PM_{2.5}. As shown in Table 5 and Table 6, below, the Proposed Project would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (VOC and NO_x) and PM_{2.5}. Since the Project would also be consistent with population growth projections for the City, it would not conflict with or obstruct implementation of the applicable air quality plan and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Construction Emissions

Project construction would generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction equipment and construction vehicles. In addition, construction equipment would release VOC emissions during the drying of architectural coating and paving phases. Table 5 summarizes the estimated maximum daily emissions of pollutants during project construction. As shown therein, construction-related emissions would not exceed SCAQMD thresholds. Therefore, Proposed Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project

³ On April 4, 2024, SCAG's Regional Council formally adopted the 2024-2050 RTP/SCS (titled Connect SoCal 2024). However, the SIPs were adopted prior to this date and relies on the demographic and growth forecasts of the 2020-2045 RTP/SCS; therefore, these forecasts are utilized in the analysis of the project's consistency with the AQMP.

region is non-attainment under an applicable federal or State ambient air quality standard. Impacts would be less than significant.

Table 5 Estimated Maximum Daily Construction Emissions

Construction	Maximum Daily Emissions (pounds per day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2026	1	11	46	<1	4	2
2027	14	9	23	<1	3	1
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

VOC = Volatile organic compounds; NO_x = nitrogen oxides; CO = carbon monoxide; SO₂ = sulfur dioxide; PM₁₀ = particulate matter with a diameter no more than 10 microns; PM_{2.5} = particulate matter with a diameter no more than 2.5 microns.

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

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

Operational Emissions

Operation of the Proposed Project would generate criteria air pollutant emissions associated with mobile sources (i.e., vehicle trips to and from the Project Site) and area sources (e.g., architectural coatings, consumer products, and landscaping equipment). The Proposed Project would not include natural gas appliances; therefore, energy criteria pollutant emissions would not be generated onsite. Table 6 summarizes the project's maximum daily operational emissions by emission source. As shown therein, operational emissions would not exceed SCAQMD regional thresholds for criteria pollutants, and project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard and impacts would be less than significant.

Table 6 Estimated Maximum Daily Operational Emissions

Emissions Source	Maximum Daily Emissions (pounds per day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile	4	4	31	<1	7	2
Area	7	<1	14	<1	<1	<1
Total	11	4	45	<1	7	2
SCAQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter no more than 10 microns; PM_{2.5} = particulate matter with a diameter no more than 2.5 microns; SO₂ = sulfur dioxide

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

Source: Table 2.6 "Operations Emissions by Sector, Mitigated" emissions. Highest of Summer and Winter emissions results are shown for all emissions. Table 2.6 considers project design features that would exceed the Title 24 Standards by 10 percent. See CalEEMod worksheets in Appendix A.

LESS THAN SIGNIFICANT IMPACT

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

Sensitive receptors are facilities or land uses where members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses, spend considerable time. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 2005). Sensitive receptors nearest to the Project Site consist of residences adjacent to the Project Site. Localized air quality impacts to sensitive receptors typically result from localized CO hotspot, criteria air pollutant emissions, and TACs, which are discussed in the following subsections.

Localized Carbon Monoxide Hotspot Impact

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. The SCAB has been attaining federal CO standards since 2007, and most air quality monitoring stations no longer report CO levels (SCAQMD 2017). The nearest monitoring station from the Project Site measured a maximum 1-hour and 8-hour CO concentrations of 1.8 ppm and 1.0 ppm, respectively, in 2024 (SCAQMD 2025b). These concentrations are well below the respective 1-hour and 8-hour standards of 20 ppm and 9 ppm. Typical development projects, such as the Project, do not emit the levels of CO necessary to result in a localized hot spot.

As an example, a detailed carbon monoxide analysis was conducted during the preparation of the SCAQMD's 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the SCAB that are expected to experience the highest CO concentrations. The highest CO concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue on the west side of Los Angeles near Interstate 405, approximately 76 miles northwest of the Project Site. The concentration of CO at this intersection was 4.6 ppm, which is well below the State and Federal standards. The Wilshire Boulevard/Veteran Avenue intersection had an ADT of approximately 100,000 vehicles per day at the time of the study (SCAQMD 2003). In the City of Menifee General Plan Circulation Element Traffic Study's Table 4-1, the highest existing (2012) ADT along McCall Boulevard is 52,700 ADT (City of Menifee 2013). The Proposed Project is expected to generate 1,123 daily trips but would not increase traffic volumes on Menifee Road to more than 100,000 ADT. This is significantly below the 100,000 ADT at the intersection studied by SCAQMD in the 2003 AQMP, which found that CO emissions at that intersection were below the federal standards. Therefore, the Proposed Project would not expose sensitive receptors to substantial CO pollutant concentrations and impacts would be less than significant.

Localized Significance Thresholds

The LST methodology was developed to be used as a tool to analyze localized impacts associated with project-specific level projects. If the calculated emissions for the proposed construction or operational activities are below the LST emission levels found on the LST mass rate look-up tables (Appendix C of LST Methodology) and no potentially significant impacts are found to be associated with other environmental issues, then the proposed construction or operation activity is not significant for air quality. The Proposed Project analysis assumes the main construction activity would occur adjacent to single-family residences. The allowable emission for project utilizes the 25 meter (82 feet) receptor distance, and the project is in SRA 24 (Perris Valley). Table 7 summarizes the Project's maximum localized daily construction and operational emissions from the Proposed Project. As shown therein, localized construction and operational emissions would not exceed

SCAQMD LST thresholds. Therefore, the Proposed Project would not expose sensitive receptors to substantial localized criteria pollutant concentrations and impacts would be less than significant.

Table 7 Project LST Construction and Operational Emissions

Year	Maximum Daily Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Construction Onsite Emissions	11	43	4	2
SCAQMD LST	270	1,577	13	8
Threshold Exceeded?	No	No	No	No
Maximum Operational Onsite Emissions	<1	14	<1	<1
SCAQMD LST	270	1,577	4	2
Threshold Exceeded?	No	No	No	No

VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter no more than 10 microns; PM_{2.5} = particulate matter with a diameter no more than 2.5 microns; SO₂ = sulfur dioxide

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

Source: CalEEMod worksheets in Appendix A, see Table 3.2 – 3.11 “Construction Emissions Details” emissions. Highest of Summer and Winter emissions results are shown for all emissions.

Toxic Air Contaminants

Construction

A HRA was prepared for the construction activities associated with the Proposed Project. Construction-related activities would result in temporary project-generated DPM exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. Results of the analysis were compared to SCAQMD thresholds for a cancer risk threshold of 10 in one million persons, and a chronic HI significance threshold of 1.0. DPM is not associated with acute health risks (OEHHA 2023); therefore, acute risk was not evaluated in this construction HRA.

The maximum unmitigated risk from construction of the Proposed Project was identified for all sensitive (residential and school) receptors near the Project Site boundary as detailed in Appendix A. The maximum off-site residential cancer risk would be 10.4 in one million at 29957 Edina Road, which is southeast of the Project Site. The maximum off-site school cancer risk would be 0.65 in one million at the Rodriguez Family Child Care located approximately 705 feet north of the Project Site. The maximum off-site residential chronic risk would have a HI of 0.036 at the residential receptors southeast of the Project Site (at 29957 Edina Road). The maximum off-site school chronic risk would have an HI of 0.002 at the Rodriguez Family Child Care. The maximum off-site residential cancer risk would exceed SCAQMD’s 10 in one million cancer risk thresholds. Therefore, construction TAC impacts would be significant and would require mitigation.

Operation

CARB’s *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities,

dry cleaners, and gasoline dispensing facilities). CARB guidelines recommend siting distances both for the development of sensitive land uses in proximity to TAC sources and for the addition of new TAC sources in proximity to existing sensitive land uses. Residential land uses are not considered land uses that generate substantial TAC emissions based on reviewing the air toxic sources listed in CARB's guidelines. The expected hazardous TACs generated on site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the proposed land uses would be below thresholds warranting further study under the California Accidental Release Program. Therefore, the Proposed Project would not expose sensitive receptors to substantial operational TAC pollutant concentrations and impacts would be less than significant.

Mitigation Measure

AQ-1 Construction Emissions Reduction

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

- Welders during the building construction and architectural coating phase would be electric.
- Alternative fuel (natural gas, propane, electric, etc.) construction equipment may be incorporated where available.
- These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment's certification or model year specifications shall be available upon request for all equipment on-site.
- Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment as applicable. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used, such as a Battery Energy Storage System, Hydrogen Fuel Cells, Natural Gas or Propane, or other Hybrid solar-diesel systems, as approved by the City of Menifee.

Significance After Mitigation

With the incorporation of Mitigation Measure AQ-1, the maximum off-site residential cancer risk would be 8.8 in one million at 29957 Edina Road, which is southeast of the Project Site. Therefore, implementation of Mitigation Measure AQ-1 would reduce TAC emissions impacts during construction to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

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

CARB's Air Quality and Land Use Handbook: A Community Health Perspective (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of odors (e.g., sewage treatment plants, landfills, recycling facilities, biomass operations, autobody shops, fiberglass manufacturing, and livestock operations). Residential uses are not identified on this list. In addition, solid waste generated by the proposed on-site uses would be safely stored in lidded dumpsters and/or trash cans and collected by a contracted waste hauler, ensuring that on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Therefore, the Proposed Project's operational activity would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☒	☐	☐

A Biological Resources Assessment (BRA) and MSHCP Consistency Analysis was prepared in September of 2025, by Jennings Environmental, LLC (Appendix B). The following section is partially based on Appendix B.

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

According to the Habitat Assessment and MSHCP Consistency Analysis for the Proposed Project, no special-status plant species are expected to occur within the Project Site. As such, there are no issues regarding direct or indirect impacts to special-status plants. The Project will be limited to disturbed and developed habitat, and no habitat for special-status plants is present. As such, no species are anticipated and no additional measures are required to address potential impacts.

Based on the literature review and personal observations made in the Project Site and immediate vicinity, no State and/or federally listed threatened or endangered species are documented/or expected to occur within the Project Site. Additionally, no plant species with the California Rare Plant Rank (CRPR) of 1 or 2 were observed on-site or documented/expected to occur on-site. No other sensitive species were observed within the Project area or buffer area.

Potential impacts to nesting birds will further be avoided and minimized with implementation of mitigation. These Mitigation Measures (MMs) include general best management practices to be implemented during the Project to avoid impacts to wildlife and other biological resources, the establishment of a training program to ensure all personnel present onsite understand the special-status species and biological resources that can occur onsite, and require a pre-construction nesting bird survey prior to the commencement of ground-disturbing activities to identify and establish non-disturbance buffers depending on the species, nest location, and construction activities. Thus, Project development will not adversely affect nesting birds or raptors with implementation of mitigation measures, and potential impacts would be reduced to less-than-significant levels.

Mitigation Measures

MM BIO-1 Worker Environmental Awareness Plan Training

Prior to the initiation of the Project, an approved biologist shall present Worker Environmental Awareness Plan training (WEAP) to all on-site personnel. The WEAP will educate the personnel on the identification of special-status species and regulated biological resources that are present or have the potential to occur within the Project Site, will cover the applicable regulatory policies and provisions regarding their protection, and will provide an overview of the project's avoidance, minimization, and mitigation measures. Furthermore, on-site personnel will be briefed on the reporting process if an inadvertent injury or mortality should occur to a special-status species during construction or operations.

MM BIO-2 Pre-construction Nesting Bird Surveys

Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS) prior to Project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will

be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The nests and buffer zones shall be field-checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive

Significance After Mitigation

Implementation of Mitigation Measures BIO-1 through BIO-2 would reduce potential impacts to less than significant by ensuring proper surveys and training are conducted.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

According to the BRA for the Proposed Project, attached as Appendix B, the Project Site is not mapped within a criteria cell or subunit. The Project is also consistent with the MSHCP policies found in Section 6 which include Riparian/Riverine Areas/ Vernal Pools; Narrow Endemic Plant Species; Urban/Wildlands Interface; and Surveys for Special Status Species. The Project Site is not located within an area mapped for Narrow Endemic, Special Status Species, Riparian/Riverine/Vernal Pools, and Urban/Wildlife Interface. Therefore, the Project is consistent with MSHCP policies and conditions and no impacts to sensitive communities would occur.

NO IMPACT

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

The U.S. Army Corps of Engineers (USACE), under Section 404 of the Federal Clean Water Act (CWA), regulates discharges of dredged or fill materials into “waters of the United States”. These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a connection to interstate or foreign commerce. The USACE typically regulates as non-wetland waters of the U.S. any body of water displaying an ordinary high water mark (OHWM). To be considered a jurisdictional wetland under Section 404, an area must possess hydrophytic vegetation, hydric soils, and wetland hydrology. CDFW, under Sections 1600 *et seq* of the California Fish and Game Code, regulates alterations to lakes, rivers, and streams. A stream is defined by the presence of a channel bed and banks, and at least an occasional flow of water. The Regional Water Quality Control Board (RWQCB) is responsible for the administration of Section 401 of the CWA, through water quality certification of any activity that may result in a discharge to jurisdictional waters of the U.S. The RWQCB may also regulate discharges to “waters of the State” including wetlands, under the California Porter-Cologne Water Quality Control Act.

The BRA and MSHCP Consistency Analysis determined that there are no streams, channels, washes, or swales that meet the definitions of Section 1600 of the State of California Fish and Game Code (FGC) under the jurisdiction of the CDFW, Section 401 of the CWA under the jurisdiction of the RWQCB, or “Waters of the States” (WoUS) as defined by Section 404 of the CWA under the

jurisdiction of the U.S. Army Corps of Engineers (Corps) within the Project Site. Therefore, no permit from any regulatory agency will be required and no impacts to protected wetlands would occur.

NO IMPACT

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

According to the BRA and MSCHP Consistency Analysis prepared for the Proposed Project, and according to the California Essential Habitat Connectivity Project, the Project Site is not mapped within an area for wildlife movement. Therefore, the proposed Project will not have an impact on any current wildlife corridors. Furthermore, the habitat in the Project Site does not support migratory fish species nor does it support wildlife nursery sites. As such, there would be no impact to established resident or migratory wildlife corridors, or wildlife nursery sites.

NO IMPACT

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

According to the BRA and MSCHP Consistency Analysis prepared for the Proposed Project, the only local policies or ordinances applicable to Project Site are the City's tree protection policies. No protected trees were observed during the field surveys. No additional permits or compliance measures are required, and no impact would occur.

NO IMPACT

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

MSCHP Requirements

According to the BRA and MSCHP Consistency Analysis prepared for the Proposed Project, the Proposed Project is located within the boundaries of the MSHCP, and the City as the CEQA lead agency is also a Permittee to the MSHCP. As such, with their discretionary authority over the Project, the City can also convey MSHCP take coverage to the Project if needed, consistent with the MSHCP.

The BRA and MSCHP Consistency Analysis contains additional details that demonstrate the Project's consistency with the MSHCP. In addition, payment of MSHCP mitigation fees is required. Payment of fees, as well as compliance with the requirements of Section 6.0 of the MSHCP, is intended to provide full mitigation under CEQA, the National Environmental Policy Act (NEPA), CESA, and ESA for impacts to special-status species and protected habitats covered by the MSHCP, pursuant to agreements with the USFWS and the CDFW, and set forth in the implementing agreement for the MSHCP.

BURROWING OWL

According to the BRA and MSCHP Consistency Analysis prepared for the Proposed Project, the Proposed Project is mapped within an area for Criteria Area Species Surveys for Burrowing Owl

(BUOW). See the BUOW Mitigation Measure below, which would help reduce potential impacts to a less than significant level.

Mitigation Measure

MM BIO-3 30-Day Pre-Construction Survey

Prior to the initiation of the Project, an approved biologist shall present Worker Environmental Awareness After breeding season surveys have been completed and before any construction starts, a 30-day pre-construction survey should be conducted. Surveys shall be completed following the recommendations and guidelines provided within the Burrowing Owl Survey Instructions for the Western Riverside MSHCP (RCA, 2006).

Significance After Mitigation

Implementation of Mitigation Measure BIO-3 would reduce potential impacts to less than significant by ensuring proper surveys are conducted.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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5 Cultural Resources

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

A Phase I Historical/Archaeological Resources Survey (ARS) was prepared on May 1, 2023 by CRM Tech and can be found in Appendix C1. An update to the ARS was provided in September of 2025 (ARS Update) and attached as Appendix C2. Also, an Archaeological Monitoring Program was also prepared and is attached as Appendix C3. The following section is partially based on the ARS and the ARS Update.

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

CEQA establishes that a project that may cause a substantial adverse change in the significance of a “historical resource” or a “tribal cultural resource” is a project that may have a significant effect on the environment (PRC §21084.1-2). “Substantial adverse change,” according to PRC §5020.1(q), “means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired.”

On July 17, 2025, CRM Tech conducted the historical/archaeological resources records search for the ARS Update at the South Coastal Information Center (SCIC) on the campus of San Diego State University, which is now the designated cultural resource records repository for the County of Riverside. The focus of the records search was to compile a complete inventory of cultural resources studies and newly identified cultural resources within a one-mile radius of the Project location that have been reported to the California Historical Resources Information System since 2023. The records search results indicate that the ARS referenced above remain the only cultural resources investigations within the current Project Site area. Outside the Project boundaries but within the one-mile scope of the record search, SCIC records identify four additional studies in comparison to the 48 reported in 2023. None of these four studies took place in the immediate vicinity of the Project Site, each of them located at least a quarter-mile away. Only one cultural resource, an isolated prehistoric lithic flake recorded roughly one third of a mile to the west of the Project Site, has been added to the California Historical Resources Inventory within the records search scope.

As stated in the ARS Update attached as Appendix C2, among the cultural resources in the Project Site area that may be impacted by the Proposed Project, Site 3983-3H and Isolate 3983-4H do not qualify as “historical resources,” as defined by CEQA, but the qualification of Sites 3983-1, 4293-1, and 4293-2 has not been determined, pending further archaeological investigations. Based on these findings, the ARS Update presents the following mitigation to help reduce potential impacts:

Mitigation Measures

CUL-1: Historic Testing

- If project impact on Sites 4293-1, 4293-2, and/or 3983-1 cannot be avoided, a systematic archaeological testing and evaluation program should be implemented at each of these sites to determine the presence or absence of subsurface cultural deposits and thereby assess their archaeological data potential and historic significance. The testing program should consist of, at a minimum, excavation of archaeological test units, laboratory analysis of any recovered artifacts, permanent curation of the artifact assemblage at an appropriate facility, and a final report to document the findings. The research procedures should be coordinated with the local Native American groups, who may wish to participate.
- Similar testing procedures should also be completed outside but near the currently established boundary of Site 33-004224 to explore the potential for associated subsurface archaeological features and/or artifacts and help ascertain the extent of the cultural deposits at the site.
- If buried cultural materials are discovered during future earth-moving operations anywhere within the project area, all work within a 100-foot radius should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.
- Human remains unearthed during the project will need to be treated in accordance with Health and Safety Code §7050.5 and Public Resources Code §5097.98.

Significance After Mitigation

Implementation of Mitigation Measures CUL-1 would reduce potential impacts to less than significant by ensuring proper testing and evaluation.

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

Ground-disturbing excavations associated with the Project development may reach the depth of 8-feet for utility line trenching. Excavation for stormwater infrastructure may reach maximum depth of 20-feet below the current ground surface.

According to the ARS in Appendix C1, the geoarchaeological review suggests the likelihood for encountering surface or subsurface archaeological resources is low given the age of the geologic unit mapped at surface within the Project Site and the previous disturbances nearby. As such, Project-related ground disturbance is not likely to encounter intact archaeological resources that may qualify as historical resources or unique archaeological resources pursuant to CEQA. However, unanticipated discoveries during construction remain a possibility and the below mitigation measure is proposed to help reduce potential impacts.

Particularly, the historical/archaeological resources records search for the ARS was provided by the Eastern Information Center (EIC) on April 6, 2023. The purpose of the records search was to compile a complete inventory of previously identified cultural resources and existing cultural resources studies within a one-mile radius of the APE. Previously identified cultural resources include properties designated as California Historical Landmarks, Points of Historical Interest, or Riverside County Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resources Inventory.

On December 21, 2022, CRM Tech submitted a written request to the State of California Native American Heritage Commission (NAHC) for a records search in the commission's Sacred Lands File. In the meantime, CRM Tech also contacted the nearby Pechanga and Soboba Bands of Luiseño Indians for additional information on potential Native American cultural resources in the Project vicinity and to arrange for tribal participation in the eventual archaeological field survey.

As disclosed in Appendix C1, the NAHC stated in a letter dated January 9, 2023, that the Sacred Lands File identified no Native American cultural resource(s) in the Project vicinity. However, noting that the absence of specific information in the Sacred Lands File does not preclude the presence of such resources, the NAHC recommended that local Native American groups be contacted for further information and provided a referral list of 25 individuals associated with 17 local Native American groups.

As a part of the research procedures for this study, CRM Tech contacted the Pechanga Band of Luiseño Indians and the Soboba Band of Luiseño Indians, the two Native American groups located closest to the project area. Both tribes subsequently participated in the archaeological fieldwork, as mentioned above. In addition, in written responses to the requests for comments, both tribes pointed out the presence of known Native American cultural resources in or near the Project boundaries. Based on that information as well as the overall geographic setting of its location, the Pechanga Band further stated that they considered the Project area to be extremely sensitive for Native American cultural remains, including subsurface deposits. Therefore, the tribe requested an opportunity to review all cultural resources documentation for the Proposed Project, further consultation with the City of Menifee, and monitoring of ground-disturbing activities by a qualified archaeologist and a Pechanga Tribal Monitor.

Mitigation Measures

CUL-2: Human Remains

If human remains are encountered, State Health and Safety Code § 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 § 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 PRC § 5097.98.

CUL-3 Native American Monitoring (Pechanga/Soboba)

Tribal monitor(s) shall be required on-site during all ground-disturbing activities which are below the depths of the previous mass grading. The land divider/permit holder shall retain a qualified tribal

monitor(s) from the Pechanga Band of Indians and Soboba band Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribes 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.

The Developer shall relinquish ownership of all cultural resources, including all archaeological artifacts that are of Native American origin, found in the project area for proper treatment and disposition to a curational facility that meets or exceeds Federal Curation Standards outlined in 36 CFR 79. The applicant shall be responsible for all curation costs.

CUL-4: Inadvertent Archaeological 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).

- a) 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.
- b) 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.
- c) 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.
- d) 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.

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 consider 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.

Significance After Mitigation

Implementation of Mitigation Measures CUL-2 through CUL-4 would reduce potential impacts to less than significant by ensuring any subsurface archaeological resources are identified and evaluated. Should any identified resources be identified as eligible for the CRHR, those resources would be avoided or appropriate measures, such as data recovery, would be identified on a case by case basis.

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

No known human remains are present within the Project Site. However, the potential for inadvertent discovery of human remains exists with any ground-disturbing activities. In the event that human remains are discovered, California Health and Safety Code Section 7050.5 requires that all work in the vicinity of the discovery cease until the Riverside County Coroner has been notified and has decided regarding the origin and disposition of the remains in accordance with Public Resources Code Section 5097.98. If the remains are determined to be Native American in origin, the Coroner would notify the Native American Heritage Commission (NAHC), which would identify and notify the Most Likely Descendant (MLD). The MLD would have 48 hours from the time site access is granted to provide recommendations for the treatment and disposition of the remains. If the MLD does not make a recommendation within the required time limit, the landowner would reinter the remains in a location on the property that is secure from future disturbance.

With adherence to existing regulations, the Proposed Project, with regard to the potential discovery of human remains or cemeteries during construction, would result in a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

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6 Energy

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

In 2023, California is one of the lowest per capita energy users in the United States, ranked 50th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration 2025a). Electricity and natural gas are primarily consumed by the built environment for lighting, appliances, heating and cooling systems, fireplaces, and other uses such as industrial processes in addition to being consumed by alternative fuel vehicles. Most of California’s electricity is generated in state with approximately 23 percent imported from the Northwest and Southwest in 2023; however, the state relies on out-of-state natural gas imports for nearly 90 percent of its supply (California Energy Commission [CEC] 2025a and 2025b). In addition, approximately 56.1 percent of California’s electricity supply in 2023 came from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2024a). In 2022, Senate Bill 1020 (SB 1020) creates clean electricity targets for eligible renewable energy resources and zero-carbon resources to supply 90 percent of retail sale electricity by 2035, 95 percent by 2040, 100 percent by 2045, and 100 percent of electricity procured to serve all state agencies by 2035. Electricity would be provided to the project by Southern California Edison (SCE). The project would not consume natural gas; therefore, it is excluded from the analysis. Table 8 summarizes the electricity consumption for Riverside County, in which the Project Site would be located, and for SCE, as compared to statewide consumption.

Table 8 2024 Electricity Consumption

Energy Type	Riverside County	SCE	California	Proportion SCE Consumption	Proportion of County Consumption ¹
Electricity (GWh)	17,418	79,342	282,783	28%	6%

GWh = gigawatt-hours

¹ For reference, the population of Riverside County (2,467,690 persons) is approximately six percent of the population of California (39,228,444 persons) (California Department of Finance 2024).

Source: CEC 2026

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California being the 8th largest petroleum-producing state in the nation in

2024 (United States Energy Information Administration 2025b). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with 13,576 million gallons sold in 2023. Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California with 2,316 million gallons sold in 2023 (CEC 2024b). Table 9 summarizes the petroleum fuel consumption for Riverside County, in which the Project Site would be located, as compared to statewide consumption.

Table 9 2023 Annual Gasoline and Diesel Consumption

Fuel Type	Riverside County (million gallons)	California (million gallons)	Proportion of Statewide Consumption ¹
Gasoline	980	13,576	22%
Diesel	180	2,316	13%

¹ For reference, the population of Riverside County (2,467,690 persons) is approximately six percent of the population of California (39,228,444 persons) (California Department of Finance 2024).

Source: CEC 2024b

Energy consumption is related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with the Project's energy consumption are discussed in detail in Section **Error! Reference source not found.**, **Error! Reference source not found.**, and Section 6, **Error! Reference source not found.**, respectively.

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

Construction

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

The total gasoline and diesel fuel consumption during Project construction was estimated using the assumptions and factors from CalEEMod used to estimate construction air emissions (Appendix A). Table 10 presents the estimated construction phase energy consumption, indicating construction equipment and hauling and vendor trips would consume 51,103 gallons of diesel fuel, and worker trips would consume about 24,395 gallons of gasoline fuel over the Proposed Project construction period. The Project would consume less than one hundredth of a percent of the total consumption in the Riverside County region.

Table 10 Estimated Fuel Consumption during Construction

Fuel Type	Gallons of Fuel
Diesel Fuel (Construction Equipment)	46,329
Diesel Fuel (Vendor Trips)	4,775

Other Petroleum Fuel (Worker Trips)	24,395
Total	

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

Operations

Operation of the Proposed Project would contribute to regional energy demand by consuming electricity and gasoline and diesel fuels. Electricity would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by customers and employees. Table 11 summarizes estimated operational energy consumption for the Proposed Project. As shown therein, project operation would require approximately 148,488 gallons of gasoline and 34,742 gallons of diesel for transportation fuels and 2.6 GWh of electricity. Vehicle trips associated with future workers, customers, and deliveries would represent the greatest operational use of energy associated with the Proposed Project.

Table 11 Estimated Project Annual Operational Energy Consumption

Source	Energy Consumption ¹
Gasoline	148,488 gallons
Diesel	34,742 gallons
Electricity	2.6 GWh

MMBtu = million metric British thermal units; GWh = gigawatt-hours
¹ Energy consumption is converted to MMBtu for each source
See Appendix D for energy calculation sheets and Appendix A for CalEEMod output results for electricity and total VMT.

As mentioned, the Project would be served by SCE, which provided more than 85,870 GWh of electricity in 2022. The Proposed Project’s total electricity demand would be less than 0.01 percent of SCE’s projected low demand supply of 100,313 GWh in 2027 (CEC 2024c). Additionally, the Proposed Project would also comply with California Building Code (CBC) Title 24 standards, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California’s Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. The 2022 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. Also, the Proposed Project would be required to comply with the applicable portions of the California Energy Code and California Green Building Standards Code (CALGreen Code), which establish planning and design standards for sustainable development, energy efficiency, water conservation, and material conservation. By required compliance with applicable

regulations and continued energy efficient programs implemented by SCE, the Proposed Project's potential impacts regarding wasteful or inefficient use of electricity would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The City of Menifee General Plan outlines policies to promote energy efficiency and generation within Menifee. The Open Space and Conservation Element include the goal OSC-4, Energy & Mineral, which promotes efficient and management of energy to ensure its availability for future generations. Policies within the Open Space and Conservation Element such as Policy OCS-4.1, Policy OCS-4.2, and Policy OCS-9.5 are intended to increase energy efficiency. The Proposed Project is designed to operate at least 10 percent more efficiently than the performance standards established under the 2022 Building Energy Efficiency Standards. In addition, the project would include electric vehicle (EV) charging spaces, consistent with the voluntary measures outlined in the 2022 CALGreen Code for new multifamily residential construction. Furthermore, the project would reduce its use of nonrenewable energy resources by excluding natural gas appliances and electricity would be provided by SCE, which continues to increase renewable energy sources to comply with state requirements of SB 100.

With regard to transportation related energy usage, the Proposed Project would not conflict with the goals of SCAG's 2024–2050 RTP/SCS, which incorporates VMT targets established by SB 375. SCAG's 2024–2050 RTP/SCS focuses on four core categories: mobility, communities, environment and economy. In addition, the SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The Proposed Project would be consistent with the energy efficiency policies by being consistent and exceeding the CALGreen and Building Energy Efficiency Standards for appliances by 10 percent and installing 189 EV charging stations. In addition, the Proposed Project is near existing residential neighborhoods providing connectivity with the existing land use area, which could reduce reliance of motor vehicle use. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☒	☐
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?	☐	☒	☐	☐

Most of the information below is based on Appendix D, Geotechnical Report, to this IS-MND.

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

Although the Project Site is located in seismically active Southern California, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone (DOC 2025). No faults were identified on the Project Site during evaluation within the ARS Update or BRA. In addition, the Project Site is not located within a fault zone as delineated by the City of Menifee. The closest active fault is the Anza segment of the San Jacinto Fault Zone; an active, right-lateral, strike-slip fault, located approximately 9.9 miles northeast of the Project Site. Therefore, impacts would be less than significant, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

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

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

The proposed multi-family development would be designed in accordance with the seismic standards of the CBC. The 2022 CBC (California Code of Regulations, Title 24, Part 2) includes seismic safety provisions intended to prevent structural collapse during a design-level earthquake, thereby allowing occupants to safely evacuate. Compliance with these requirements would substantially reduce the potential for building collapse, minimizing the risk of injury or loss of life. Although some structural damage may occur during a seismic event, adherence to CBC seismic design standards is intended to reduce major structural failure and limit damage to property by ensuring that buildings remain standing. Overall, compliance with existing seismic regulations would reduce the risk of loss, injury, and death, and impacts related to strong ground shaking would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

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

The proposed buildings would be designed in accordance with the seismic design criteria of the CBC. The 2022 CBC (California Code of Regulations, Title 24, Part 2) includes seismic safety provisions intended to prevent structural collapse during a design-level earthquake, thereby allowing occupants to safely evacuate. Compliance with these requirements would substantially reduce the likelihood of building collapse, minimizing the potential for injury or loss of life. While some structural damage may occur during a seismic event, adherence to CBC seismic design standards is

intended to limit major structural failure and reduce damage to property by ensuring the buildings remain standing. The CBC establishes minimum standards to safeguard life and property; therefore, compliance with existing seismic regulations would reduce the risk of loss, injury, and death, and impacts related to strong ground shaking would be less than significant.

NO IMPACT

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

According to Appendix D, the California Department of Conservation Seismic Hazard Evaluation system, and the Menifee General Plan Safety Element, the Project Site is not located in a Zone of Required Investigation for landslides (DOC 2023; Menifee 2022). The Project Site is relatively flat and there is no potential for landslides on the Project Site. No impacts to the Proposed Project Site from landslides would occur.

NO IMPACT

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

Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. The Project has the potential to expose surficial soils to wind and water erosion during construction activities. Fugitive dust caused by strong wind and/or earth-moving operations during construction would be minimized through compliance with SCAQMD Rule 403, which prohibits visible particulate matter from crossing property lines. Standard practices to control fugitive dust emissions include watering of active grading sites, covering soil stockpiles with plastic sheeting, and covering soils in haul trucks with secured tarps. In addition, the potential for Project construction activities to result in increased erosion and sediment transport by stormwater to surface waters would be minimized because the Project would be required to comply with a Construction General Permit, which is issued by the State Water Resources Control Board (SWRCB). The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP), which outlines BMPs to reduce erosion and topsoil loss from stormwater runoff (also refer to the discussion in Section 10, *Hydrology and Water Quality*). Compliance with the Construction General Permit would ensure that BMPs are implemented during construction and minimize substantial soil erosion or the loss of topsoil. Upon completion of construction, the Project Site would be stabilized with landscaping and paving, and operational activities would not result in soil erosion. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Impacts related to liquefaction and landslides are discussed above. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

Due to the extremely low potential for liquefaction, the potential for lateral spreading is also considered incredibly low. Further, the Proposed Project consists of grading and construction activities. Furthermore, the Project is required to be constructed in accordance with the CBC. Therefore, through compliance with CBC requirements, impacts related to unstable soils would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Expansive soils are clayey soils that have a high plasticity index. Typical shallow reinforced concrete spread footing foundations, such as those for buildings and other foundations covering a considerable area of ground, can be affected by expansive soils if such soils are present close to the ground surface. The Proposed Project is located on well-dissected, well-indurated sand and gravel alluvial fan sediment. Additionally, if expansive soils are discovered on the Project Site, Section 1808.6 of the CBC requires special design considerations for foundations of structures built on expansive soils which would reduce the Project Site's risk of expansive soil damage. With the project's adherence to CBC design considerations, impacts related to expansive soils would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Wastewater generated by the Proposed Project would require conveyance through a municipal sewage system and would not utilize a septic system. Therefore, the Proposed Project would not have an impact on soils incapable of adequately supporting the use of septic tanks. No impact would occur.

NO IMPACT

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

Paleontological resources, or fossils, are the evidence of once-living organisms preserved in the rock record. They include both the fossilized remains of ancient plants and animals and the traces thereof (e.g., trackways, imprints, burrows, etc.). Paleontological resources are not found in "soil" but are contained within the geologic deposits or bedrock that underlies the soil layer. Typically, fossils are greater than 5,000 years old (i.e., older than middle Holocene in age) and are typically preserved in sedimentary rocks. Although rare, fossils can also be preserved in volcanic rocks and low-grade metamorphic rocks under certain conditions (Society of Vertebrate Paleontology [SVP] 2010). Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors. It is possible to evaluate the potential for geologic units to contain scientifically important paleontological resources and therefore evaluate the potential for impacts to those resources and provide mitigation for paleontological resources if they are discovered during construction of a development project.

The Open Space & Conservation Element of the City of Menifee General Plan contains a paleontological sensitivity map (Exhibit OSC-4), which identifies areas of high, low, and undetermined paleontological sensitivity within the City of Menifee. Implementation Action OSC-38 states that paleontological monitoring is required in areas identified as likely to contain paleontological resources, which is taken to mean areas mapped as having high paleontological sensitivity.

The Project Site is situated in the Peninsular Ranges, one of the eleven major geomorphic provinces in California (California Geological Survey 2002). In general, the Peninsular Ranges consist of northwest-southeast trending mountain ranges and faults (Norris and Webb 1976). These mountains are generally comprised of Mesozoic to Cenozoic plutonic and extrusive igneous and Cretaceous marine sedimentary rocks. The Peninsular Ranges province also contains sedimentary basins such as the Los Angeles Basin which have accumulated thick sequences of Cenozoic marine and terrestrial sedimentary rocks. Specifically, the Project Site is located in the Perris Valley, which is part of the Perris Block, a geophysical block with low topographic relief which is bounded to the west by the Elsinore Fault Zone and to the east by the San Jacinto Fault Zone (Morton and Miller 2006).

Ground-disturbing activities within previously undisturbed sediments with high paleontological sensitivity (i.e., sediments greater than 5-feet below the surface) could result in significant impacts to paleontological resources. Impacts would be significant if construction activities result in the destruction, damage, or loss of scientifically important paleontological resources and associated stratigraphic and paleontological data. This Project will require overall site grading and excavations for utility and stormwater drainage infrastructure. Overall site grading will be minimal compared to fill, but in some areas, it may exceed 5-feet. Trenching for utility lines and stormwater infrastructure may reach up to 20-feet below the current ground surface; therefore, this activity may significantly impact paleontological resources.

However, implementation of Mitigation Measure GEO-1 would reduce potential impacts to paleontological resources to less than significant level under CEQA and would maintain compliance with City of Menifee General Plan Implementation Action OSC-38.

Mitigation Measures

GEO-1 Paleontological Resources Monitoring and Mitigation

Qualified Professional Paleontologist. Prior to excavation, the project applicant shall retain a Qualified Professional Paleontologist, as defined by the Society of Vertebrate Paleontology (SVP 2010), who shall direct all mitigation measures related to paleontological resources.

Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Qualified Professional Paleontologist or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should construction personnel discover fossils.

Paleontological Monitoring and Salvage. Full-time paleontological monitoring shall be conducted during ground-disturbing construction activities within previously undisturbed sediments assigned high paleontological sensitivity (i.e., sediments greater than 5 feet below the current ground surface). Paleontological monitoring shall be conducted by a paleontological monitor with

experience with collection and salvage of paleontological resources and who meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor.

The Qualified Professional Paleontologist may recommend that monitoring be reduced in frequency or ceased entirely based on geologic observations, such as the recognition that sediments deeper than 5 feet consist of disturbed and/or fill sediments. Such decisions shall be subject to review and approval by the City. In the event of a fossil discovery by the paleontological monitor or construction personnel, all construction activity within 50 feet of the find shall cease, and the Qualified Professional Paleontologist shall evaluate the find. If the fossil(s) is (are) not scientifically significant, then construction activity may resume. If it is determined that the fossil(s) is (are) scientifically significant, the following shall be completed:

- **Fossil Salvage.** The paleontological monitor shall salvage (excavate and recover) the fossil to protect it from damage/destruction. Typically, fossils can be safely salvaged quickly by a single paleontological monitor with minimal disruption to construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically sensitive deposits. After the fossil(s) is (are) salvaged, construction activity may resume.
- **Fossil Preparation and Curation.** Fossils shall be identified to the lowest (most-specific) possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Professional Paleontologist.

Final Paleontological Mitigation Report. Upon completion of ground-disturbing activities (or laboratory preparation and curation of fossils, if necessary), the Qualified Professional Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts. The report shall include a summary of the field and laboratory methods employed; an overview of project geology; and, if fossils were discovered, an analysis of the fossils, including physical description, taxonomic identification, and scientific significance. The report shall be submitted to the City and, if fossil curation occurred, the designated scientific institution.

Significance After Mitigation

Implementation of Mitigation Measure GEO-1 would mitigate the Project's impacts to the above resources through the recovery, identification, and curation of previously unrecovered fossils, and all potential impacts would be less than significant with mitigation.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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8 Greenhouse Gas Emissions

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

Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of GHG emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere and helps regulate the temperature of the planet. The majority of radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHG emissions occur both naturally and from of human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO₂e), which is the amount of a specific GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than CO₂ on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2021).

The United Nations IPCC expressed that the rise and continued growth of atmospheric CO₂ concentrations is unequivocally due to human activities in the IPCC's Sixth Assessment Report (2021). Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through 2019, that a total of 2,390 gigatons of anthropogenic CO₂ was emitted. It is likely that anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius between the years 2010 through 2019 (IPCC 2021). Emissions resulting from human

activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (California Natural Resource Agency 2019).

Significance Thresholds

Based on Appendix G of the CEQA Guidelines, impacts related to GHG emissions from the project would be significant if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]). Per *CEQA Guidelines* Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with a previously approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. Therefore, *CEQA Guidelines* Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project would comply with adopted plans, programs, policies, and/or other regulatory strategies to reduce GHG emissions.

Section 15064.4 of the *CEQA Guidelines* recommends that lead agencies quantify the GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project, which include the following: the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHG emissions.

Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective districts, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association, as long as any threshold is supported by substantial evidence. See *CEQA Guidelines* Section 15064.7(c). Neither the City of Menifee, SCAQMD, Governor's Office of Land Use and Climate Innovation (formerly known as the Governor's Office of Planning and Research), CARB, California Air Pollution Control Officers Association, nor any other State or applicable regional agency has adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project.

In the absence of an adopted or accepted numeric threshold, the significance of the project's GHG emissions are evaluated consistent with *CEQA Guidelines* Sections 15064.4(b) and 15064(h)(3) by considering whether the project complies with applicable plans, policies, regulations, and

requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Therefore, the significance of the Project's potential impacts regarding GHG emissions and climate change is evaluated based on the threshold of significance established by City of Menifee for the project, namely whether the project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional or local plan for the purposes of reducing GHG emissions and mitigating the effects of climate change. For this project, the most applicable adopted regulatory plans to reduce GHG emissions and mitigate the effects of climate change is the 2022 Scoping Plan, SCAG 2024-2050 RTP/SCS, and City of Menifee General Plan.

The SCAQMD's GHG CEQA Significance Threshold Working Group considered a tiered approach to determine the significance of residential and commercial projects (SCAQMD 2010). Tier 1 applies when a project is exempt under statutory or categorical CEQA exemptions, in which case its climate impacts are presumed less than significant. If not exempt, Tier 2 evaluates whether the project is consistent with an adopted local GHG reduction plan. In the absence of such a plan, Tier 3 relies on a screening threshold, 3,000 MT CO₂e per year for nonindustrial projects, to determine significance. However, the SCAQMD's 3,000 MT CO₂e per year threshold for nonindustrial projects does not consider post-2020 statewide goal, including carbon neutrality goal by 2045. Therefore, GHG emissions below are provided for informational purposes.

Methodology

Calculations of CO₂, methane, and nitrous oxide emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO₂, methane, and nitrous oxide because these make up 98 percent of all GHG emissions by volume and are the GHG emissions the project would emit in the largest quantities (IPCC 2014). Emissions of all GHGs are converted into their equivalent GWP in terms of CO₂ (i.e., CO₂e). Minimal amounts of other GHGs (such as chlorofluorocarbons) would be emitted; however, these other GHG emissions would not substantially add to the total GHG emissions. GHG emissions associated with project construction and operation were estimated using CalEEMod, version 2022.1, with the assumptions described under Section 3, **Error! Reference source not found.**, in addition to the following:

- The analysis uses CalEEMod default assumptions for solid waste and area sources for the multifamily units, general office, and parking lot land uses.
 - The project would not include natural gas appliances. The CalEEMod defaults for natural gas (kilo British Thermal Units) were converted to electricity (kilowatt hours) and summed with electricity default assumptions.
 - In accordance with SCAQMD's recommendation, GHG emissions from construction of the Proposed Project were amortized over a 30-year period and added to annual operational emissions to determine the project's total annual GHG emissions (SCAQMD 2008b).
- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*
 - b. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Several plans and policies have been adopted to reduce GHG emissions in Southern California region, including the State's 2022 Scoping Plan, the SCAG's 2024-2050 RTP/SCS, and the City of

Menifee's General Plan. The Proposed Project's consistency with these plans is discussed in the following subsections.

2022 Scoping Plan

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

The 2022 Scoping Plan Appendix D, Local Actions, provides suggestions (also referred to as "priority areas") for prioritizing the various types of project features that may reduce GHG emissions, starting with on-site GHG-reducing design features and mitigation measures, such as methods to reduce VMT and support building decarbonization, access to shared mobility services or transit, and EV charging. The 2022 Scoping Plan Transportation Electrification priority area focuses on providing EV infrastructure that meets the most ambitious voluntary CALGreen Standards. The Proposed Project includes the installation of 192 electric vehicle EV charging stations across 385 parking spaces, consistent with the Transportation Electrification priority area. The 2022 Scoping Plan VMT Reduction priority area focuses on projects that do not result in the loss or conversion of natural and working lands and proximity to existing transit. The Project Site is not classified as a natural working land. Additionally, the Proposed Project is located within a quarter of a mile of Riverside Transit Agency's Route 61, near Newport Road and Murphy Ranch, and is therefore consistent with this priority area. The 2022 Scoping Plan Building Decarbonization priority area focuses on projects that utilize all-electric appliances without any natural gas connections or other fossil fuels for space heating, water heating, or indoor cooking. The Proposed Project aligns with the Building Decarbonization priority area by installing all-electric appliances in the residential units; therefore, consistent with this priority area. In addition to the key attributes outlined for each priority area in Appendix D of the 2022 Scoping Plan, the project would be designed to operate at least 10 percent more efficiently than the standards set by California's Title 24 Energy Efficient Building Standards. In addition, the project would include solar and would receive electricity from SCE, which is required to reduce GHG emissions by increasing procurement from eligible renewable energy by set target years. Therefore, the Proposed Project would not conflict with the 2022 Scoping Plan.

SCAG's 2024-2050 RTP/SCS

On April 4, 2024, SCAG's Regional Council formally adopted the 2024-2050 RTP/SCS (titled Connect SoCal 2024). The SCAG 2024-2050 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars in the SCAG region by 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018.⁴ The 2024-2050 RTP/SCS focuses on four core categories: mobility, communities, environment and economy. In addition, the

⁴ Eight percent emissions reduction from 2005 levels by 2020 target was achieved (SCAG 2024).

SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The project's consistency with the 2024-2050 RTP/SCS is discussed in Table 12. As shown therein, the Proposed Project would not conflict with the 2024-2050 RTP/SCS.

Table 12 Project Consistency with Applicable SCAG RTP/SCS Strategies

Reduction Strategy	Project Consistency
Mobility Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).	Consistent. The Proposed Project would add 240 residential units and would provide connectivity with several residential neighborhoods and Taawila Elementary School. The Proposed Project is situated within a quarter mile of Riverside Transit Agency's Route 61, near Newport Road and Murphy Ranch; therefore, the project could potentially promote walking, biking, and transit near the Project Site and reduce the reliance of motor vehicle use.
Environment - Support communities across the region to advance innovative sustainable development practices. - Support investments that reduce hazardous air pollutants and greenhouse gas emissions. - Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable - Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.	Consistent. The project would exceed the energy efficient provisions of the Title 24 Building Energy Efficiency Standards by 10 percent and would install all electric appliances. The project would also adhere to CALGreen's voluntary EV charging standards for multi-family development over 20 units. Furthermore, it would include irrigation systems and appliances that are designed to conserve water and ensure efficiency. Therefore, the project aligns with SCAG's 2024-2050 RTP environmental policies and strategies aimed at reducing GHG emissions.

Source: SCAG 2024

City of Menifee General Plan

Senate Bill 379 requires all cities to include climate adaptation and resiliency strategies in their General Plan Safety Element. The goals, policies, and objectives of this section are derived from a climate vulnerability assessment, which identifies the exposure risks; sensitive structures, functions, and populations; potential impacts and risks; and the City's adaptive capabilities. The City of Menifee's General Plan Open Space and Conservation Element includes GHG goals and policies; as well emissions reduction consideration in the Land Use and Circulation Elements through policies that encourage local jobs and housing balance, improving the transportation network, and uses of neighborhood electric vehicles. Table 13 summarizes the project's consistency with the City of Menifee General Plan goals and policies indirectly related to GHG emissions.

Table 13 Project Consistency with the City of Menifee General Plan

Policy	Consistency
Policy S-7.1: Continue to require environmental analysis for Proposed Projects which may produce harmful levels of greenhouse gas.	Consistent. GHG emissions generated by the Proposed Project would be significant if SCAQMD's 3,000 MT CO ₂ e per year threshold for non-industrial projects are exceeded. As shown in Table 15, the project would not exceed SCAQMD's GHG threshold.
Policy S-7.2: Ensure that the City's water supply is protected against drought conditions intensified by climate change. Policy OCS-7.2: Encourage water conservation as a means of preserving water resources	Consistent. The project would be consistent with the 2022 CALGreen standards and incorporate water efficient appliances, fixtures, and irrigation systems consistent with green building features. Additionally, reclaim water for indoor and outdoor water use.
Policy S-7.4: Promote alternative forms of energy production such as solar or wind power. Policy OCS-4.1: Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.	Consistent. The project would exceed the energy efficient provisions of the Title 24 Building Energy Efficiency Standards by 10 percent and would install all electric appliances. Additionally, the project would be consistent with CALGreen's voluntary electric vehicle charging requirements for multifamily housing.
Source: City of Menifee 2012	

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

Greenhouse Gas Emissions for Informational Purposes

The City does not have a qualified GHG reduction plan in its general plan or climate adaptation plan. Therefore, the City of Menifee has selected SCAQMD's 3,000 MT CO₂e per year threshold for nonindustrial projects. However, the SCAQMD's 3,000 MT CO₂e per year threshold for nonindustrial projects does not consider post-2020 statewide goal, including carbon neutrality goal by 2045. Therefore, GHG emissions below are provided for informational purposes. Construction of the Proposed Project would generate temporary GHG emissions primarily from the operation of construction equipment on-site as well as from vehicles transporting construction workers to and from the Project Site and heavy trucks to transport building materials. Project construction would begin in March 2026 and end in August 2027. As shown in Table 14, construction of the Proposed Project would generate an estimated total of 668 MT CO₂e. Amortized over a 30-year period per SCAQMD guidance, construction of the Proposed Project would generate an estimated 23 MT CO₂e per year.

Table 14 Estimated Construction Emissions of Greenhouse Gases

Construction	Project Emissions MT CO ₂ e
2026	537
2027	156
Total	693
Amortized over 30 Years	23
MT CO ₂ e = metric tons of carbon dioxide equivalent Source: Appendix A	

Operation of the Proposed Project would generate GHG emissions associated with mobile sources, area sources, refrigerant sources, energy and water usage, and wastewater and solid waste generation. Table 15 combines the estimated construction and operational GHG emissions associated with development of the project. As shown therein, annual emissions from the Proposed Project would be approximately 1,769 MT of CO₂e per year, which would not exceed SCAQMD's screening-level threshold of 3,000 MT of CO₂e per year for nonindustrial projects. Therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and impacts would be less than significant.

Table 15 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (MT CO ₂ e)
Construction^{1,2}	23
Operational	1,746
Mobile	1,248
Area	4
Energy	407
Water	26
Waste	60
Refrigerant	<1
Total	1,769
SCAQMD Numeric Threshold	3,000
Exceed Threshold?	No

MT CO₂e = metric tons of carbon dioxide equivalent

¹Amortized construction related GHG emissions over 30 years

²Unmitigated construction emission, as shown in Table 2.2, "Construction Emission by Year", are used and provide a conservative estimate of construction GHG emissions.

Source: Appendix A

LESS THAN SIGNIFICANT IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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 0.25 mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

The Proposed Project could result in a significant hazard to the public if the Project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials. The Proposed Project is located within a manufacturing zoned area that contains light industrial uses. The Proposed Project does not place housing near any hazardous materials facilities. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications.

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

Operation and maintenance of the Proposed Project would involve the use of typical household and facility maintenance materials, such as cleaning and degreasing agents, fertilizers, and pesticides. Small quantities of chemicals, including chlorine, may also be stored onsite for pool maintenance. These materials would be comparable to those routinely used in residential and warehouse-related operations and associated maintenance activities.

The use, storage, transport, and disposal of hazardous materials during Project operation and construction would be required to comply with all applicable federal, state, and local regulations, standards, and guidelines. These include, but are not limited to, the Hazardous Materials Transportation Act, the Resource Conservation and Recovery Act, the California Hazardous Materials Management Act, and California Code of Regulations, Title 22. Compliance with these regulations would minimize the potential for hazardous materials-related impacts. Therefore, impacts associated with the use and handling of hazardous materials would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

There are no open leaking underground storage tank (LUST) cases on or near the Project Site (SWRCB 2025). Therefore, there would be no impact related to the release of hazardous materials into the environment as a result of the Proposed Project. A search of federal, state, and local agencies databases on reported USTs, hazardous waste generation, or hazardous material releases revealed no results of hazardous sites. Site reconnaissance did not reveal any pesticides, sumps, clarifiers, swales, or surface impoundments containing hazardous materials. No lead-based paint or asbestos containing materials were identified.

During construction, hazardous materials such as fuels, oils, and lubricants would be transported to the Project Site and used in construction vehicles and equipment. If not managed appropriately, these hazardous materials could be unintentionally released resulting in adverse effects to workers, the public and/or the environment. However, the potential for accidental releases would be minimized through adherence to existing regulatory requirements. Furthermore, the contractor and construction crews for the Proposed Project would be required to comply with all applicable

regulations governing the storage, handling, and disposal of hazardous materials and waste. Adherence to applicable hazardous materials and waste regulations would minimize the risk of the release of hazardous materials to the public and environmental to less than significant levels.

Similarly, compliance with applicable hazardous materials and waste regulations during Project operation, including Title 49 of the Code of Federal Regulations and Title 13 of the California Code of Regulations, would ensure that hazardous materials are properly transported, used, stored, and disposed of in a manner that minimizes the potential for upset or accidental conditions resulting in releases to the environment. The proposed residential use of the Project Site would not involve the storage of substantial quantities of hazardous materials. While minor leaks of fuels, oils, or coolants from vehicles may occur, such releases would be limited in quantity and would not pose a significant risk to human health or the environment. With adherence to applicable regulatory requirements, the Proposed Project would not create a significant hazard to the public or the environment due to reasonably foreseeable upset or accident conditions involving hazardous materials. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

There are no existing or proposed schools within one-quarter mile of the Project Site. The closest school is Taawila Elementary School, located approximately 0.4 mile southwest of the Project Site. During construction of the Project, hazardous and potentially hazardous materials would be utilized for the transport and operation of vehicles and machinery. As discussed above, the transport, use, and storage of hazardous materials during the construction of the Project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Additionally, operation of the proposed residential Project would not involve the use or transport of large quantities of hazardous materials. Therefore, impacts related to hazardous emissions or materials affecting local schools would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

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

- SWRCB GeoTracker database
- DTSC EnviroStor database

According to the GeoTracker and EnviroStor databases, there are no leaking underground storage tank (LUST) or other clean-up sites within 0.25 mile of the Project Site (DTSC 2025; SWRCB 2025). Therefore, the Project is not located on a site that is included on a list of hazardous material sites

compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment.

The Proposed Project is not located on a site listed on the state Cortese List, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses (CalEPA 2025). Therefore, no impact would occur, and no mitigation is required.

NO IMPACT

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

There are no public airports or private airstrips within two miles of the Project Site (the Perris Valley Airport is located over five miles to the northwest of the Project Site). The Project Site is not located within any compatibility zone identified in the Riverside County Airport Land Use Compatibility Plans (ALUC). As such, there are no applicable land use restrictions or special considerations related to overflight impacts, building height, or open space requirements under the ALUCP. The Proposed Project would therefore comply with the ALUCP and would not result in any safety hazards or excessive noise. Therefore, no impact would occur.

NO IMPACT

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

The Proposed Project consists of the development of a multi-family residential development with associated amenities. All project elements, including landscaping, would be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the Project Site. The Proposed Project is required to comply with the California Fire Code as adopted by the Menifee Municipal Code. Access is provided to the Project Site through Harzburg Road. Construction activities may include temporary street or lane closures to Newport Road and surrounding arterials; however, these impacts would be temporary and access to emergency evacuation roadways would not be blocked by construction. The Proposed Project does not propose permanent street or lane closures.

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

LESS THAN SIGNIFICANT IMPACT

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

As discussed in Section 20, *Wildfire*, the Project Site and surrounding area is located within a local responsibility area identified as a Very High Fire Severity Zone and shall comply with Chapter 7A of the California Building Code, Chapter 49 of the California Fire Code, applicable provisions of Title 14 of the California Code of Regulations administered by the California Board of Forestry and Fire

Protection, and the California Wildland-Urban Interface Code as adopted by Chapter 8.21 of the Menifee Municipal Code. This project is also required to comply with Title 14 from the California Board of Forestry and Fire Protection. Overall compliance with the California Fire Code and local regulations including the City of Menifee Municipal Code Chapter 8.20 would reduce potential impacts related to wildland fires. As discussed in Section 20, *Wildfire*, the Proposed Project would not result in increased wildfire risks at the site or lead to risk of loss injury or death involving wildland fires. Therefore, impacts related to wildland fires would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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10 Hydrology and Water Quality

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

Most of the information below is based on Appendix E, Water Quality Management Plan, and Appendix F, Preliminary Hydrology Report, to this IS-MND.

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

A project would normally result in a significant impact on surface water quality if project-related discharges were to cause pollution, contamination, or nuisance conditions as defined in California Water Code Section 13050, or if such discharges resulted in violations of regulatory standards established under an applicable National Pollutant Discharge Elimination System (NPDES) permit or the Water Quality Control Plan for the receiving water body. For purposes of this analysis, a significant impact would occur if the Proposed Project were to discharge water that does not meet the water quality standards of the agencies responsible for regulating surface water quality and stormwater discharges. Significant impacts could also result if the Project failed to comply with applicable surface water quality regulations administered by the State Water Resources Control Board (SWRCB).

Construction

The Proposed Project would disturb approximately 10.12 acres of undeveloped land and would be subject to the NPDES program's Construction General Permit (General Permit). Construction-related activities would involve excavation, grading, and trenching which would temporarily increase the potential of wind and water erosion on the Project Site. Construction-related erosion would be addressed through compliance with the General Permit. Pursuant to the General Permit and Menifee Municipal Code Section 15.01.015, new development or development projects shall control stormwater runoff to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The Department of Public Works and Engineering would review and approve erosion control and sediment control BMPs contained in the Project applicant's submitted Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan to be implemented to reduce the discharge of pollutants during construction. The Project applicant's SWPPP shall identify erosion control BMPs that would meet or exceed General Permit-required measures to control construction-related pollution. These identified BMPs would include stabilized construction entrances, sand bagging, designated concrete washout, tire wash racks, silt fencing, and curb cut/inlet protection.

Further, the Project proposes impervious surfaces throughout a large portion of the Project Site, which would stabilize soils and contain them on-site compared to the existing undeveloped condition. Compliance with NPDES and Menifee Municipal Code requirements would ensure that the Proposed Project's construction-related activities would not violate water quality or waste discharge requirements. As such, impacts would be less than significant.

Operation

The Project Site is currently undeveloped and as such, the Proposed Project would introduce impervious surfaces to the Project Site and would reduce the amount of water that percolates into the ground and potentially increase the amount of stormwater runoff. Urban stormwater runoff is covered under the NPDES MS4 Permit for stormwater and non-stormwater discharges from the MS4 within the Riverside County Flood Control and Water Conservation District (CAS618033, Order No. R8-2010-0033).

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

LESS THAN SIGNIFICANT IMPACT

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

The Project Site is located in the Menifee Hydrologic Subarea (HSA) within the Perris South Hydrologic Area of the San Jacinto Valley Hydraulic Unit (Menifee 2013). EMWD provides water supply in the area. EMWD has four sources of water supply: imported water from the Metropolitan Water District of Southern California (MWD), local groundwater, and recycled water (Menifee 2013a). According to the 2020 Urban Water Management Plan (UWMP), EMWD expects to be able to provide reliable water supplies for an average year, single dry year, and multiple dry years for its existing and planned supplies (EMWD 2021). As discussed further in Section 19, *Utilities and Service Systems*, EMWD would have sufficient water supply to provide for the Proposed Project's water use. Project construction may require water for dust suppression in order to comply with the SCAQMD recommendations regarding dust suppression during construction activities. Construction activities would be temporary in nature, lasting for approximately 16 months. Therefore, no substantial increase in demand on groundwater supplies would occur, and adequate water supplies would be available to meet the needs of the Project for dust suppression purposes.

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

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

LESS THAN SIGNIFICANT IMPACT

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

The Project would develop a multi-family residential development, which would change the Site's existing ground contours and alter the existing drainage patterns within the Project Site.

As described under Checklist Item *a.*, above, the Proposed Project would be required to comply with Menifee Municipal Code Section 15.01.015. Compliance with such requirements would result in implementation of standard construction BMPs to avoid or minimize temporary adverse effects such as erosion and siltation, as well as the provision of design standards for site drainage that includes the preservation of natural hydrological features. Furthermore, compliance with the

Municipal Code would require the project to implement erosion controls, monitor and evaluate erosion control performance after a rainstorm event, and revise or repair sediment control systems as needed. Prior to the issuance of a grading permit for construction activities, the City must approve the Proposed Project's final erosion and sediment control plan and the community development department must review the project plans and impose any additional BMPs, terms, conditions, and requirements of the project.

Because stormwater flows generated on the Project Site would continue to be conveyed to the existing and planned storm drains, the Project would not substantially alter the existing drainage pattern of the local area that could potentially create erosion or siltation.

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

LESS-THAN-SIGNIFICANT IMPACT

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

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

As discussed under Response 10(a), the Proposed Project would be required to comply with the City of Menifee's urban runoff requirements as set forth in the Menifee Municipal Code, as well as applicable NPDES permit requirements and the Project's SWPPP. These regulations require implementation of BMPs to ensure that both construction and operational activities do not result in substantial amounts of polluted runoff. Therefore, with mandatory compliance with the Menifee Municipal Code, NPDES requirements, and the approved LID Report, the Proposed Project would not create or contribute substantial additional sources of polluted runoff, and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

According to flood maps prepared by the Federal Emergency Management Agency (FEMA), a portion of the Project Site is located in Zone X, indicating a 0.2 percent annual chance flood event (FEMA 2025). The Project Site is not located in an area subject to inundation by the 1-percent-annual-chance flood event. The nearest dam is the Perris Dam, located approximately thirteen miles northwest of the Project Site. According to the City's General Plan Flood Hazards Map and Dam Failure Maps, the Project Site is not located within a flood hazards area or area of dam failure inundation pathway (Menifee 2013c). Therefore, the Project Site is not expected to be inundated by flood flows and the Project would not impede flood flows. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

According to flood maps prepared by the Federal Emergency Management Agency (FEMA), the Proposed Project is located in Zone X, an area of minimal flood hazard (FEMA 2020). The Project Site is not located in an area subject to inundation by the 1-percent-annual-chance flood event. The Project Site is not subject to tsunami due to its elevation and distance (over 40 miles) from the ocean. There is low possibility of a seiche from these reservoirs affecting the Project Site given the Project's location to the nearest reservoir (approximately five miles). As noted in Section 7, *Geology and Soils*, the Project Site has not been identified as being in an area susceptible to landslides. Thus, the potential for mudflow is relatively low due to the lack of natural rivers and streams in the Project vicinity. Thus, no impact would occur.

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

NO IMPACT

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

The Project Site is located within the West San Jacinto Groundwater Management Area, which is managed under a Groundwater Sustainability Plan (GSP) adopted in 2022. The San Jacinto Groundwater Basin is classified as a high-priority basin under the Sustainable Groundwater Management Act but is not identified as critically over drafted. As previously discussed, implementation of the Proposed Project would not interfere with planned groundwater recharge activities or result in substantial degradation of groundwater quality. Accordingly, the Proposed Project would not conflict with applicable Water Quality Control Plans or groundwater sustainability

objectives, and impacts related to sustainable groundwater management would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
a. 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. Would the project physically divide an established community?

The Proposed Project is within an area of Menifee comprised largely of residential and recreational uses. Residential uses are located to the north, east, and west of the site and recreational uses are located south of the site and across Newport Road. The Proposed Project is consistent and compatible with the surrounding land uses and would not divide an established community. The Proposed Project is located entirely within the property and does not propose a structure, roadway, or flood control channel which would divide an established community. Therefore, no impact would occur, and no mitigation is required.

NO IMPACT

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

The Project Site is designated 5.1-8 du/ac Residential in the City's General Plan and zoned Low Medium Density Residential (LMDR). As part of the approval process, the Applicant is requesting approval of a Zone Change, General Plan Amendment, and Minor Plot Plan (MPP# 24-0251).. The proposed change in land use and related General Plan amendment request would help provide a more cohesive and consistent implementation of residential land uses, which primarily surround the Project Site. Approval of these discretionary requests would not conflict with a land use policy for the strict purpose of avoiding an environmental effect. In addition, as described in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, the Proposed Project would be consistent with the goals and policies of the AQMP and SCAG's 2020-2045 RTP/SCS. Therefore, the Proposed Project would not conflict with land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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12 Mineral Resources

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

According to the General Plan Draft EIR, no known significant mineral resources have been designated in the City of Menifee (Menifee 2013). The Project Site does not have a history of mining activity. Under the Proposed Project, no mining or soil import activities would occur. The Project Site is not considered to be a locally important mineral resource recovery site. Therefore, there would be no impact to mineral resources as a result of the Proposed Project.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Noise Overview

Sound is a vibration that transmits through a medium (such as a gas, liquid, or solid) created by a moving or vibrating source, which is capable of being detected by the hearing organs. Sound in the context of environmental analysis consists of sound that transmits through the open air from a source to a receiver. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds.

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 hertz (Hz) and less sensitive to frequencies around and below 100 Hz (Kinsler, et al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as the doubling of vehicle traffic volumes, results in a noise level increase of 3 dB, whereas dividing the energy in half results in a 3 dB decrease (Crocker 2007).

Human perception of noise has no simple correlation with sound energy, i.e., the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources, each containing the same sound energy, do not “sound twice as loud” as one source. It is widely accepted that the average healthy human ear can detect changes (either increases or decreases) of 3 dBA, which is

recognized as being barely perceptible to most people. Similarly, a change of 5 dBA is readily perceptible and a change of 10 dBA sounds twice (or half) as loud (Crocker 2007).

Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used in this analysis are the equivalent continuous noise level (L_{eq}) and the maximum noise level (L_{max}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, L_{eq} is equivalent to a one-hour period, even when measured for shorter durations as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady. L_{max} is the highest Root Mean Squared (RMS) sound pressure level within the sampling period.

Propagation

Sound from a small, localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dBA for each doubling of the distance away from the source. Other sources of noise, such as a road or railroad, are not a single, stationary point source of sound but rather, emanate noise from a line (“line” source). The drop-off rate for a line source is 3 dBA for each doubling of distance away from the source.

The propagation of noise is also affected by the absorption characteristics of the ground: a hard site, such as a parking lot or smooth body of water, provides no absorption/attenuation and the changes in noise levels with distance result simply from the geometric spreading of the source (i.e., 3 or 6 dBA reduction per doubling of distance for a point source or line source, respectively). Conversely, a soft site, such as soft dirt, grass, or scattered bushes and trees, may provide additional absorption/attenuation, potentially reducing noise levels an additional 1.5 dBA per doubling of distance away from the source (Caltrans 2013).

Noise levels may also be reduced by intervening structures. The amount of reduction provided by the “shielding” of these features depends on the size of the structure/s, the location of the structure/s relative to the noise source and receivers, and the frequency content of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight between a noise source and receiver will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011).

Vibration Overview

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. Vibration levels are usually expressed as a single-number measure of vibration magnitude in terms of velocity or acceleration, which describes the severity of the vibration without the frequency variable. The peak particle velocity (PPV) is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in

inches per second. Since it is related to the stresses experienced by buildings, PPV is often used in monitoring and controlling construction vibration to prevent damage to nearby structures.

Although PPV is appropriate for evaluating the potential of building damage, it is not suitable for evaluating human response. It takes some time for the human body to respond to vibrations. In a sense, the human body responds to an average vibration amplitude (Federal Transit Administration [FTA] 2018). Because vibration waves are oscillatory, the net average of a vibration signal is zero. Thus, the RMS amplitude is used to describe the “smoothed” vibration amplitude (FTA 2018). The RMS of a signal is the square root of the average of the squared amplitude of the signal, usually measured in inches per second. The average is typically calculated over a one-second period. The RMS amplitude is always less than the PPV and is always positive. Decibel notation is used to compress the range of numbers required to describe vibration. The abbreviation “VdB” is used in this analysis for “vibration decibels” to reduce the potential for confusion with sound decibels.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. As defined by the City of Menifee’s Noise Element, noise sensitive land uses (also referred to as “sensitive receptors”) include schools, hospitals, rest homes, long term care facilities, mental care facilities, residential uses, libraries, passive recreation uses, places of worship, and other land uses where an excessive amount of noise would interfere with normal activities (City of Menifee 2013).

Sensitive receivers in the vicinity of the Project Site include future residences at the Boulders I location to the west, single-family residences to the north and east and Spirit Park to the southwest.

Project Noise Setting

The primary noise source in the vicinity of the Project Site is vehicular traffic along Newport Road. To characterize ambient noise levels at and near the Project Site, four short-term (ST) 15-minute sound level measurements and two long-term (LT) 24-hour measurements were conducted on September 3, 2025. A SoftdB Piccolo-II, ANSI Type 2 integrating sound level meter was used to conduct the measurements. The sound level meter was field-calibrated before and after the measurements. ST-1 was conducted off-site along Watson Road near the LT-1 measurement; ST-2 was conducted dead end to the west on Harzburg Road; ST-3 was located to the north of 25549 Dorval Court and ST-4 was located on the eastern side of Spirit Park. LT-1 was conducted to the north of the single-family residence (25717 Dorval Court) that is north of the Project Site. Short-term noise measurement and long-term noise measurement results are shown in Table 16 and Table 17, respectively, and noise monitoring locations are shown in Figure 3.

Table 16 Project Site Noise Monitoring Results – Short Term

Measurement	Location	Sample Times	Approximate Distance to Primary Noise Source	L _{eq} (dBA)	L _{max} (dBA)	L _{min} (dBA)
ST-1	Near LT-1 location to the north of 25717 Dorval Court	7:15 – 7:30 a.m.	Approximately 20 feet to the centerline of Dorval Court	49	67	38
ST-2	Dead end to the west on Harzburg Road	7:34 – 7:49 a.m.	Approximately 20 feet to centerline of Harzburg Road	54	70	44
ST-3	North of 25549 Dorval Court	8:00 – 8:15 a.m.	Approximately 20 feet to centerline of Dorval Court	53	72	44
ST-4	Eastern side of Spirit Park	8:38 – 8:53 a.m.	Approximately 215 feet to nearest lane of Newport Road	52	63	44

Approximate noise measurement locations are shown in Figure 3, below.

Table 17 Long-Term Noise Measurement Results (LT-1)

Sample Time	dBA L _{eq}	Sample Time	dBA L _{eq}
LT-1 – North of Project Site on Dorval Court, September 3, 2025			
12:00 a.m.	43	12:00 p.m.	50
1:00 a.m.	44	1:00 p.m.	52
2:00 a.m.	43	2:00 p.m.	48
3:00 a.m.	45	3:00 p.m.	51
4:00 a.m.	45	4:00 p.m.	51
5:00 a.m.	48	5:00 p.m.	50
6:00 a.m.	48	6:00 p.m.	54
7:00 a.m.	53	7:00 p.m.	56
8:00 a.m.	49	8:00 p.m.	50
9:00 a.m.	67	9:00 p.m.	52
10:00 a.m.	49	10:00 p.m.	48
11:00 a.m.	49	11:00 p.m.	49
24-Hour Noise Level (dBA CNEL)			57

dBA = A-weighted decibel; L_{eq} = equivalent continuous sound level

Approximate noise measurement locations shown on Figure 3. See Appendix D of this MND for noise measurement data.

Figure 3 Approximate Noise Measurement Locations



Regulatory Setting

City of Menifee General Plan Noise Element

The Noise Element of the Menifee General Plan includes goals and policies aimed at the control and abatement of environmental noise and protection of citizens from excessive exposure to noise (City of Menifee 2013). The Noise Element specifies the maximum allowable unmitigated exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports and railroads. In addition, the Noise Element identifies several policies to minimize the impacts of excessive noise levels throughout the community and establishes noise level requirements for all land uses. 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-1.2** Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the City's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.
- Policy N-1.3** Require noise abatement measures to enforce compliance with any applicable regulatory mechanisms, including building codes and subdivision and zoning regulations, and ensure that the recommended mitigation measures are implemented.
- Policy N-1.7** Mitigate exterior and interior noises to the levels listed in Table 18 below to the extent feasible, for stationary sources adjacent to sensitive receptors.

Table 18 Stationary Noise Source Standards

Land Use	Time of Day	Interior Standards	Exterior Standards
Residential	10:00 p.m. to 7:00 a.m.	40 dBA L_{eq} (10 minute)	45 dBA L_{eq} (10 minute)
	7:00 a.m. to 10:00 p.m.	55 dBA L_{eq} (10 minute)	65 dBA L_{eq} (10 minute)

Source: City of Menifee General Plan Noise Element, Table N-1 (City of Menifee 2012).

- Policy N-1.9** Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be designed with adequate noise abatement measures.
- Policy N-1.13** Require new development to minimize vibration impacts to adjacent uses during demolition and construction.

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

- Policy N-2.1** Require that new developments abutting residentially designated properties that operate stationary noise sources such as industrial, commercial, entertainment, institutional uses, hospitals, or large hotels, be designed to minimize noise impacts generated by loading areas, parking lots, trash enclosures, mechanical equipment, and any other noise-generating features to the extent feasible.

- Policy N-2.2** Require commercial or industrial truck delivery hours to be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits.

City of Menifee Development Code

The City of Menifee Development Code (City of Menifee 2023) establishes standards for construction noise, operational noise, and vibration produced within the City.

Section 9.210.060(C) of the City of Menifee Development Code establishes noise control regulations within the City for construction. Specifically, the following are exempt from the City's noise standards:

- Private construction projects, with or without a Building Permit, located one-quarter of a mile from an inhabited dwelling.
- Private construction projects, with or without a building permit, located within one-quarter of a mile from an inhabited dwelling, provided that construction only occurs Mondays through Saturdays between the hours 6:30 a.m. to 7:00 p.m. Furthermore, construction is prohibited on Sundays or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.

Section 9.210.060(D) of the Menifee Development Code reiterates the noise standards established in the City's General Plan Noise Element, stating that no person shall create any sound, or allow the creation of any sound, on any property that causes the exterior and interior sound level on any other occupied property to exceed the sound level standards set forth above.

Section 9.210.070 of the Menifee Development Code provides exemptions to the Code for certain vibration sources, specifying that "[v]ibration caused by motor vehicles, trains, and temporary construction is exempted from this standard" (City of Menifee 2023).

Methodology and Significance Thresholds

Construction Noise

Temporary noise levels caused by construction activity would be a function of the noise generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of noise-generating activities. For a construction noise assessment, construction equipment can be considered to operate in two modes: stationary and mobile. As a general rule, stationary equipment operates in a single location for one or more days at a time, with either fixed-power operation (e.g., pumps, generators, and compressors) or variable-power operation (e.g., pile drivers, rock drills, and pavement breakers). Conversely, mobile equipment moves around the construction site with power applied in cyclic fashion, such as bulldozers, graders, and loaders (FTA 2018). Noise impacts from stationary equipment are assessed from the center of the equipment, while noise impacts from mobile construction equipment are assessed from the center of the equipment activity area (e.g., construction site). Due to the complex and mobile nature of construction activity within a Project Site, the *FTA Transit Noise and Vibration Impact Assessment Manual* document recommends evaluating construction noise impacts from all equipment at the center of the construction site, stating that the distance variable in its recommended construction noise calculation "assumes that all equipment operates at the center of the project" (FTA 2018). Therefore, it is standard industry practice to analyze average construction noise from the center of the Project Site, which represents the approximate center of where noise would be generated

because equipment moves around the Project Site throughout the workday. Considering the size of the Project, a distance of 100 feet was conservatively applied from Project boundary to represent a possible center of a typical construction day for each construction scenario and each phase.

Construction noise was estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) (FHWA 2006). Typical construction projects have long-term noise averages that are lower than louder short-term noise events due to equipment moving around the site, work breaks, and idle time. Each phase of construction has a specific equipment mix depending on the work to be conducted during that phase. Accordingly, each phase also has its own noise characteristics; some will have higher continuous noise levels than others, while others may have more intermittent, high-impact noise levels. The maximum hourly L_{eq} of each phase is determined by combining the L_{eq} contributions from each piece of equipment used in that phase (FTA 2018). Project construction would include grading, building construction, paving, and architectural coating phases. It is assumed that diesel engines would power all construction equipment. Construction equipment used in the analysis was based on the equipment list provided by the applicant. For a conservative evaluation of noise impacts, it was assumed that all equipment during each phase would be operating simultaneously.

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For residential uses, the daytime noise threshold is 80 dBA $L_{eq(8-hour)}$.

Operational Noise

ONSITE STATIONARY NOISE SOURCES

The City has adopted exterior noise standards in the Menifee General Plan (Menifee 2013) regulating all noise sources, including mechanical equipment buildings, including heating, ventilation, and air conditioning (HVAC) units. The Project would result in a significant impact if noise from Project stationary operational noise sources exceeds 65 dBA $L_{eq(10-min)}$ during daytime hours (7 a.m. – 10 p.m.) and 45 dBA $L_{eq(10-min)}$ during nighttime hours (10 p.m. – 7 a.m.) at any point at the nearby residences.

OFFSITE MOBILE NOISE SOURCES (TRAFFIC)

Although the city of Menifee does not have specific noise level criteria for assessing traffic noise impacts, a project is typically assumed to have a significant impact on the environment related to traffic noise if it would substantially increase the ambient noise levels for adjoining areas. The following thresholds of significance are similar to those recommended by the Federal Aviation Administration (FAA) (FICON 2020), which use criteria based on transportation noise increases and are commonly applied to roadway traffic noise analyses under CEQA. A significant impact would occur if traffic noise increases the existing noise environment by the following:

- Greater than 1.5 dBA CNEL for ambient noise environments of 65 dBA CNEL and higher.
- Greater than 3 dBA CNEL for ambient noise environments of 60 to 64 CNEL.
- Greater than 5 dBA CNEL for ambient noise environments of less than 60 dBA CNEL.

VIBRATION

Vibration limits used in this analysis to determine a potential impact to local land uses from on-site truck activities, are based on information contained in the FTA *Transit Noise and Vibration Impact*

Assessment Manual (FTA 2018). Groundborne vibration levels that could induce potential architectural damage to buildings are identified in Table 19. Based on FTA recommendations, limiting vibration levels to below 0.2 in/sec PPV at non-engineered timber and masonry buildings (which would apply to any nearby residential structures) and 0.3 in/sec PPV at engineered concrete and masonry (no plaster) (which would apply to the nearby commercial buildings) would prevent architectural damage.

Table 19 Groundborne Vibration Architectural Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Nonengineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
in/sec = inches per second; PPV = peak particle velocity	
Source: FTA 2018	

Impact Analysis

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

Construction Noise

Following the methodology discussed above, construction noise levels were calculated at nearby sensitive receptors for all phases of construction. Table 20 shows the estimated noise levels at nearby sensitive receptors during each phase of construction.

Table 20 Estimated Noise Levels during Project Construction

Construction Phase	L _{eq} dBA			
	RCNM Reference Noise Level ¹ 50 feet	Single-Family Residences to the East (100 feet)	Boulders I Residential Units to the West (100 feet)	Single-Family Residential to the North (140 feet)
Grading	82	76	76	73
Building Construction	84	78	78	75
Paving	78	72	72	69
Architectural Coating	76	70	70	67

Notes:

¹ RCNM reference noise levels are noise levels generated during each construction phase measured from a point 50 feet from the location of the construction phase.

Source: Roadway Construction Noise Model (RCNM). See Appendix D for modeling outputs.

As shown in Table 20, noise levels at the nearest residential uses to the north and east would be up to 78 dBA L_{eq} (8 hour) during building construction. Therefore, construction noise levels would not exceed the FTA's residential construction noise threshold of 80 dBA L_{eq} (8-hour) at the nearest

sensitive receptors. Additionally, per information provided by the Project applicant, construction would occur between 6:30 a.m. and 7:00 p.m. on Mondays through Saturdays and therefore would not conflict with the City's Development Code regulations. Therefore, temporary noise impacts associated with construction of the Project would be less than significant.

Operational Noise

ONSITE STATIONARY NOISE SOURCES

Implementation of the Project would introduce additional onsite stationary sources of noise during operation, which would primarily be rooftop HVAC equipment. It is assumed that there would be one ground-mounted HVAC unit at the center of each building unit, based on the roof plan provided by Alliance Land Planning & Engineering (Alliance 2025). This analysis assumes the use of a typical 2-ton Carrier 24ANB7-3PD air conditioner that has a sound power level of 71 dBA (see Appendix D to this MND), equivalent to a sound pressure level (SPL) of 63 dBA at 3 feet. To provide a conservative analysis, one ground-mounted HVAC unit operating 24-hours per day was modeled at the nearest proposed multi-family building approximately 30 feet from the nearest off-site residential property line to the east. HVAC noise levels attributable to the Project would attenuate to approximately 43 dBA $L_{eq(10-minute)}$. Operational noise levels from the Project are below City's exterior noise standard of 65 dBA $L_{eq(10-minute)}$ during daytime hours and 45 dBA $L_{eq(10-minute)}$ during nighttime hours, at any point on the residentially zoned property to the east. All other sensitive receptors would be located further away, and noise levels would be lower. Furthermore, this is a conservative analysis as it does not account for any additional shielding from mechanical enclosures or walls. Therefore, Project operational stationary noise from HVAC equipment would be less than significant.

PICKLEBALL COURTS

Another source of on-site operational noise from the Project would be from the on-site pickleball court for the Proposed Project. The pickleball court would be open during daytime hours and would be located approximately 60 feet from the nearest residential property line to the north. To analyze noise impacts from the pickleball court, a reference noise level measured for one pickleball court was used (Rincon Consultants 2024). The pickleball court noise levels were recorded during a single game of pickleball with a "fast" meter response, resulting in a noise level of 60.5 dBA L_{eq} at a distance of 50 feet. Accounting for a reduction from the existing wall at the nearest residential property lines to the north, pickleball noise levels attributable to the Project would attenuate to approximately 59 dBA $L_{eq(10-minute)}$. Therefore, pickleball noise levels from the Project would be below City's exterior noise standard of 65 dBA $L_{eq(10-minute)}$ during daytime hours at any point on the residentially zoned property to the north. All other sensitive receptors would be located further away, and noise levels would be lower. Therefore, Project operational stationary noise from pickleball court would be less than significant.

FUTURE RESIDENTS

In addition to mechanical equipment, the Project would generate noise from people gathering at the Project Site. The main noise source associated with future residents would be speech from conversations. Typically, a conversation between two people using a normal voice (not raised) at a distance of three feet is 60 dBA (Engineering ToolBox 2005). No amplified sound is proposed at any gathering location, and speech from conversations would quickly dissipate and would not interfere with surrounding outdoor activities and noise-sensitive uses. Furthermore, per Assembly Bill 1307

(2023), the effect of noise generated by residential Project occupants and their guests is not a significant effect on the environment. This impact would be less than significant.

OFFSITE TRAFFIC NOISE

The Proposed Project would generate additional vehicle traffic on nearby roadways due to vehicles traveling to and from the Project Site, resulting in potential noise increases along these roadways, particularly on Newport Road. The Project's increase in traffic noise was estimated by adding the Project daily trip generation to the existing average daily traffic (ADT) volume on the surrounding roadways (Replica 2024).

Based on information provided by STC Traffic (transportation consultant), the Project would generate up to 1,123 daily trips. The existing ADT on Newport Road, adjacent to the Project Site is 28,647 (Replica 2024). The addition of 1,123 daily vehicle trips would result in a traffic noise increase of approximately 0.2 dBA CNEL. For traffic-related noise increases, impacts would be considered significant if Project-generated traffic would result in exposure of sensitive receptors to an unacceptable increase in noise levels as described above. The Project would not result in traffic noise increases greater than the most stringent traffic noise threshold of 1.5 dBA CNEL. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Construction

Construction activities known to generate excessive groundborne vibration, such as pile driving and blasting, would not be conducted during construction of the Project. Therefore, the greatest sources of vibration during Project construction activities would be a vibratory roller and large earthmoving equipment (such as a grader, dozer, excavator, or backhoe). Based on the site plan, a vibratory roller may be used as close as within 30 feet from the nearest offsite structures (future residential buildings in Boulders I to the west). This type of equipment generates a vibration level of approximately 0.210 in/sec PPV at a reference distance of 25-feet (FTA 2018). At a distance of 30 feet, this equipment would generate vibration levels up to approximately 0.160 in/sec PPV,⁵ which would not exceed the FTA's recommended threshold of 0.2 dBA in/sec PPV at residential structures. Additionally, large earthmoving equipment may be used as close as within 35 feet from the nearest offsite structures (future residential buildings in Boulders I to the west). This type of equipment generates a vibration level of approximately 0.089 in/sec PPV at a reference distance of 25 feet (FTA 2018). At a distance of 35 feet, this equipment would generate vibration levels up to approximately 0.054 in/sec PPV, which would not exceed the FTA's recommended threshold of 0.2 dBA in/sec PPV at residential structures. All other sensitive receptors would be located further away and vibration levels would be lower. Therefore, vibration impacts associated with construction of the Project would be less than significant.

⁵ $PPV_{Equipment} = PPV_{Ref} (25/D)^n$ (in/sec), PPV_{Ref} = reference PPV at 25 feet, D = distance, and $n = 1.1$

Operation

Operation of the Project would not include any substantial sources of vibration. No vibration impacts during operation of the Project would occur.

LESS THAN SIGNIFICANT IMPACT

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

The closest public or public use airport to the Project Site is the Perris Valley Airport (Federal Aviation Administration [FAA] location identifier [LID] L65), located approximately five miles north of the Project Site. The Project Site is not located within the noise contours of the airport (Riverside County Airport Land Use Commission 2004). Therefore, workers in the Project vicinity would not be exposed to excessive aviation-related noise impacts and no impact would occur.

NO IMPACT

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14 Population and Housing

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

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

The Proposed Project would directly induce population growth in the area through the proposed construction of 240 dwelling units. According to the California Department of Finance, the average household size in Menifee is 2.85 people per household (DOF 2024). With 240 units, the Proposed Project would result in approximately 684 new residents. The City of Menifee’s current population is approximately 102,383 people. SCAG anticipates that the population of the City will grow to 129,800 by 2045 (SCAG 2020). The Project’s increase falls within the growth projected by SCAG for this particular area of the region. Therefore, the Proposed Project would not directly or indirectly induce substantial, unplanned population growth and impacts would be less than significant.

NO IMPACT

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

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

NO IMPACT

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15 Public Services

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

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

The Riverside County Fire Department provides fire protection and emergency medical response services in the City of Menifee. Fire Station No. 5 is located approximately 2.6 miles northwest of the Project Site at 29745 Goetz Road with an estimated response time of 6 minutes, and Station No. 7 is located approximately 3.7 miles northeast of the Project Site at 28349 Bradley Road with an estimated response time of 10 minutes. The Riverside County Fire Department in cooperation with the California Department of Forestry and Fire Protection serves approximately 1.9 million residents over 7,200 square miles (Riverside County 2021). According to the Riverside County Fire Department Annual Report 2020, Station No. 5 responded to 1,107 service calls and Station No. 7 responded to 6,585 service calls (Riverside County 2021). The Project would not have a significant impact on fire response times, because the Project is located within the existing service area of the Riverside County Fire Department.

Furthermore, the Project would be required to incorporate safety and security features, including fire sprinklers, alarm systems, and adequate access for emergency vehicles. Compliance with these requirements would lessen the demand for fire protection services at the Project Site, as

compliance with these requirements can prevent fires from spreading and would help facilitate early responses and access to the site of the fire. No new or expanded fire protection facilities would be required as a result of this Project. Impacts related to expansion of fire protection services would be less than significant, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

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

The City of Menifee Police Department employs 122 staff (Menifee 2024). The Menifee Police Department is located at 29714 Haun Road in Menifee, approximately 2 miles east of the Project Site. No new or expanded police facilities would need to be constructed as a result of this Project. The nature of the Proposed Project would not result in increased demand for police services as it is located within the existing service area. No new or expanded police facilities would need to be constructed as a result of this Project. Impacts related to police protection services would be less than significant, and no mitigation is required.

LESS THAN SIGNIFICANT IMPACT

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

The Proposed Project is located within the Romoland School District and Perris Union High School District. Based on a conservative metric of 19.6 percent of the population of Menifee under the age of 18, the Proposed Project would generate approximately 86 children (U.S. Census Bureau 2019). The Project applicant would be required to pay school development fees, as dictated by state law, prior to the issuance of building permits. According to Government Code Section 65996 (3)(h), payment of such fees constitutes full mitigation of any school impacts under CEQA. Therefore, any impacts from the increase in school enrollment would be offset by the required payment of development fees. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The Proposed Project is anticipated to result in 684 new residents, based on an average household size of 2.85 and 240 proposed units (DOF 2024). According to MMC Chapter 22.04.560 the Proposed Project would be required to provide 88,230 square-feet of open space. The current project design incorporates 82,752 square feet (over two acres) of open space consisting of private space, common space, and passive open space, which would exceed the requirement. Open space on the Project Site would consist of a dog park, tot lot, pool and spa space, seating and patio space, pickle ball, and recreational facilities. Other facilities provided on the Project Site would include a California room,

fitness room, and game room. Project residents would be expected to use on-site facilities, which would reduce the increase in demand for existing City parks. As such, creation of on-site open space would ensure that the Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities. Because the Proposed Project does not propose dedicating land or building a park and recreational facility, the Proposed Project would be required to pay the City's Parks In-Lieu fees for the provision and maintenance of parkland that may be used by project residents, as described in Chapter 7.75.070 of the MMC. Therefore, the Proposed Project would result in a less than significant impact in regard to public parks.

LESS THAN SIGNIFICANT IMPACT

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

Other public facilities in the project area include the Menifee Public Library and the Kay Cenicerros Senior Center. The Proposed Project would increase demand for those facilities and general City maintenance services. However, these demands would not be significant given the scale of the proposed development relative to the overall population of the area. The population of Menifee is 102,383, and the project would result in 684 new residents, which would be 1.2 percent of the existing population and would present a minimal increase. Payment of user fees or taxes and development impact fees to the appropriate service providers, such as under Chapter 17.01.070 of the MMC, is expected to off-set potential impacts to such public facilities, the additional demands for other governmental services would result in a less than significant impact.

NO IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
a. 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?*

As discussed in Section 15, *Public Services*, the on-site open space would ensure that the Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities. Additionally, the project would be required to pay Quimby Act and impact fees for the provision and maintenance of park and recreational services that may be used by project residents. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- 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?*

The Proposed Project includes several private site amenities such as a tot lot, seating/patio area, pickle ball court, and etc. However, the addition of 684 new residents would add less than one percent to the City's population; this would not require the construction of new recreational facilities, especially given the amount of open space proposed as part of the Project, which would cause an adverse physical effect on the environment. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
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 use (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☐	☒

A Traffic Impact Assessment (Appendix H) and Vehicle Miles Traveled (VMT) screening analysis was prepared in June of 2026, by STC Traffic, and incorporated by reference herein. The analysis below is partially based on the Traffic Study analysis and the CalEEMod results (Appendix A).

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

The City follows the *City of Menifee Engineering Department LOS Traffic Study Guidelines* (October 2020) for level of service analyses. The operational analysis includes a quantitative evaluation of the Project's access and circulation operations. The study area, analysis scenarios, and analysis methodologies are based on the guidelines and on discussion with City staff. The approved scoping agreement, which is the basis of the Traffic Study, is included in Appendix A to the Traffic Impact Assessment.

The information below is a short summary of the Traffic Impact Assessment for the Proposed Project.

Construction

Construction of the Proposed Project would generate traffic for deliveries of equipment and materials to the Project Site as well as construction worker and vendor traffic. Construction-related vehicles would travel to and access the Project Site via Newport Road. Construction vehicles and equipment would be staged on the Project Site and are not expected to affect the performance of the City's circulation system.

Construction traffic would be temporary, and the movement of construction equipment would be limited to the Project Site. Construction of the Proposed Project would not involve any vehicle or equipment staging on Newport Road or Berea Road and the Project would not require any long-term lane closures on the extension of Normandy Road, as construction staging is not permitted in the public right-of-way. No public transit stops are located within the vicinity of the Project Site; thus, the Proposed Project would not impair public transit operations. In addition, Project construction and operation would not require temporary closures or alterations to the sidewalk or bike lanes on Newport Road. Therefore, construction activities would not substantially interfere with the City's circulation system.

Operation

Based on the trip generation and trip distribution of the Proposed Project, and based on discussion with City staff, the Traffic Impact Assessment analyzed the following intersections and roadway segments for traffic operations:

Study Intersections

- Berea Road and Dorval Court
- Murrieta Road and Lazy Creek Road
- Berea Road and Project Driveway #1
- Berea Road and Normandy Road
- Newport Road and Berea Road/Murphy Ranch Road
- Newport Road and Project Driveway #2
- Newport Road and Murrieta Road

Roadway Segments

- Newport Road: Derby Hill Drive and Berea Road/Murphy Ranch Road
- Newport Road: Berea Road/Murphy Ranch Road and Murrieta Road
- Newport Road: Murrieta Road and Evans Road

As shown in Table 13-1, the following intersections operate at a deficient Level of Services (LOS) E or F for the Opening Year (2027) With Project:

- Murrieta Road and Lazy Creek Road
- Berea Road and Normandy Road

The Proposed Project will add less than 50 trips to study intersection Murrieta Road and Lazy Creek Road and would not have a direct or cumulative impact at this location.

However, the intersection of Berea Road and Normandy Road meets the criteria for a traffic signal warrant under existing traffic conditions and triggers the threshold for a cumulative Project impact as more than 50 trips will be added in the AM peak hour. Therefore, the Proposed Project is responsible for a fair-share contribution toward the installation of a traffic signal, which will mitigate the identified LOS deficiency and restore acceptable operational performance as summarized in Table 13-2 of the Traffic Impact Assessment. In that table, intersection operations improve to LOS C

or better during both the AM and PM peak hours under Opening Year (2027) Cumulative With Project With Improvements conditions.

With regard to roadway segments, the Traffic Impact Assessment shows that all segments operate at LOS D or better under all scenarios.

TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was conducted in accordance with 2026 CA-MUTCD Chapter 4C for the intersection of Murrieta Road / Lazy Creek Road and Berea Road / Normandy Road. The results indicate a traffic signal is warranted for both intersections under Existing conditions.

QUEUING ANALYSIS

A queuing analysis was conducted for all intersections with right and left turn lanes affected by project traffic to determine if the project would result in an increase in queue lengths. Increases are anticipated at the following locations under Opening Year (2027) With Project Conditions:

- Berea Road and Normandy Road
- Newport Road and Brea Road/Murphy Ranch Road
- Newport Road and Murrieta Road

Per the LOS analysis, it is recommended that a traffic signal be installed at intersection #4 Berea Road and Normandy Road. At intersection #5 Newport Road and Brea Road/Murphy Ranch Road and intersection #7 Newport Road and Murrieta Road queue length increases are less than the length of a typical car, therefore no improvements were recommended.

Mitigation Measures

The following mitigation measure to intersection configuration is recommended to reduce potential impacts:

MM TRA-1: Berea Road and Normandy Road: Proposed Project is responsible for a fair-share contribution toward the installation of a traffic signal.

Significance After Mitigation

The recommended improvements detailed above will ensure intersection operations improve to LOS C or better during both the AM and PM peak hours under Opening Year (2027) Cumulative With Project With Improvements conditions.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

CEQA Guidelines Section 15064.3(b) identifies appropriate criteria for evaluating transportation impacts. It states that land use projects with VMT exceeding an applicable threshold of significance may indicate a significant impact, and that projects that decrease VMT compared to existing conditions should be presumed to have a less than significant transportation impact. According to the STC Traffic VMT screening, the Proposed Project was evaluated using the WRCOG VMT screening tool and found to be located within a Traffic Analysis Zone (TAZ). It was concluded that

the Project's baseline VMT per service population is below the County of Riverside General Plan buildout threshold of 33.6 VMT per service population. Therefore, the Project qualifies for screening under the Low VMT Area criterion. Therefore, the Proposed Project's impacts to VMT compared to existing conditions and the impacts to CEQA Guidelines section 15064.3, subdivision (b) would be less than significant.

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

Final Project Site plans would be subject to City review and approval which would ensure that Project driveway intersections and internal circulation are safe, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the Project Site. The final plans will also identify access routes to/from the Project Site and potential turning movement restrictions for City review and approval, as outlined in Appendix E. This would prevent any potential Project impacts caused by a design feature. The Proposed Project is the construction of a residential multi-family development and would not create hazards due to incompatible uses and would be consistent with surrounding land uses. No new long-term (i.e., operational) driveways or roadway improvements are proposed under the Proposed Project. Impacts would be less than significant, and no mitigation is required.

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

The Proposed Project is required to comply with Fire Department requirements for adequate access. As stated in the Traffic Impact Assessment, Project Site access and circulation would provide adequate access, turning radius, and driveway width and spacing for emergency vehicles, consistent with the Fire Department's requirements. Emergency access to the Project Site would be maintained during construction. No impact would occur regarding emergency access and no mitigation is required.

NO IMPACT

18 Tribal Cultural Resources

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

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

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

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

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

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

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

As noted above, a request for AB52 tribal consultation sent out to local tribes in the area (Pechanga Band of Indians, Agua Caliente, Rincon Band of Luiseno Indians, and Soboba). The City met with various tribal groups as part of ongoing quarterly meetings and all agreed with implementing agreed upon conditions of approval and had no further comments on the Project.

Nevertheless, there is a possibility of intact tribal cultural resources that exist at the depth of grading. Due to this uncertainty, Mitigation Measures CUL-1 through CUL-4 have been incorporated (see Section 5, *Cultural Resources*, above) to address any previously undiscovered archaeological resources relating to TCRs encountered during Project implementation.

Mitigation Measures

Mitigation Measures CUL-1 through CUL-4 listed above in this IS-MND are also applicable here.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
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. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*
- b. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
- c. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

As mentioned earlier, EMWD provides potable water service to the City, including the Proposed Project. EMWD's water supply portfolio consists of imported water from the MWD, local groundwater, and recycled water (EMWD 2021). As documented in the 2020 EMWD Urban Water Management Plan (UWMP), available water supplies are sufficient to meet projected demands under normal year, single dry year, and multiple dry year conditions (EMWD 2021). In the event of supply shortages, EMWD has the ability to respond through implementation of its Water Shortage Contingency Plan (WSCP).

Based on CalEEMod assumptions, the Proposed Project's estimated water demand is approximately 76,448,185 gallons per year, or 234.77 acre-feet per year (AFY). According to UWMP projections, total water demand in the City is anticipated to be approximately 251,500 AFY in 2045, with available supply equal to projected demand under normal year conditions. Accordingly, the Proposed Project would represent less than 0.1 percent of the City's projected 2045 water demand. This is a negligible amount, and as a result, impacts related to available water supply would be less than significant.

Wastewater generated at the Project Site would be collected at the Sun City Regional Water Reclamation Facility (RWRF) and treated at the Perris Valley RWRF. The Proposed Project would generate minimal wastewater to be conveyed to the Perris Valley RWRF and would be well within the existing remaining treatment capacity of the Perris Valley RWRF.

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

Electrical service to the Project Site is provided by SCE, which maintains substations and transmission infrastructure throughout Southern California, including the Valley Substation located approximately 5.1 miles northeast of the Project Site along Menifee Road. SCE also provides natural gas service to the Project Site. As discussed in Section 6, *Energy*, implementation of the Project would result in an increase in electricity and natural gas demand; however, this increase would not represent a wasteful use of energy and would not require the construction or expansion of electricity substations or natural gas storage or transmission facilities. Accordingly, impacts related to the need for new or expanded electric power or natural gas facilities would be less than significant.

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

Assembly Bill 341 (AB 341) set a statewide goal for a 75 percent reduction in waste disposal by the year 2020 and established mandatory recycling for commercial businesses. The City is required to comply with this law and report their progress towards achieving the 75 percent reduction goal to the Department of Resources Recycling and Recovery (CalRecycle). The City's Public Works

Department supplies residents, businesses, and institutions with waste carts for recyclables and green waste through their contract with the private waste hauler, Waste Management. The City of Menifee primarily utilizes three landfills: Badlands Sanitary Landfill, El Sobrante Landfill, and Lamb Canyon Sanitary Landfill (CalRecycle 2025). Badlands Sanitary Landfill has a maximum daily capacity of 5,000 tons per day and a maximum capacity of 82,300,000 cubic yards. The remaining capacity is 7,800,000 cubic yards and it is scheduled to cease operation in January 2059. El Sobrante Sanitary Landfill has a maximum daily capacity of 16,054 tons per day and a maximum capacity of 209,910,000 cubic yards. The remaining capacity is 143,977,170 cubic yards and it is scheduled to cease operation in January 2051. Lamb Canyon Landfill has a maximum daily capacity of 5,000 tons per day and a maximum capacity of 39,681,513 cubic yards. The remaining capacity is 19,242,950 cubic yards and it is scheduled to cease operation in April 2032.

According to CalEEMod (Appendix A), the Project would generate roughly 308 tons of solid waste per year (0.84 tons per day). The landfills serving the Project Site had a combined annual daily capacity of 26,054 tons per day and a combined maximum capacity of 331,891,513 cubic yards (CalRecycle 2025). The Project's daily solid waste generation would account for less than 0.01 percent of the Project's landfills' daily maximum capacity. Thus, the Project's solid waste generation would be minimal and would not generate solid waste in excess of the capacity of local infrastructure.

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

LESS THAN SIGNIFICANT IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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 downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

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

The Project Site is located within a local responsibility area (LRA) identified as a Very High Fire Severity Zone and shall comply with Chapter 7A of the California Building Code and Chapter 49 of the California Fire Code. The Project is also required to comply with Title 14 from the California Board of Forestry and Fire Protection and the California Wildland-Urban Interface Code, as adopted by Chapter 8.21 of the Menifee Municipal Code.

The Proposed Project involves the construction of 240 multi-family units that would increase demand for fire protection services. As discussed in Section 15, *Public Services*, the Project Site is in a semi-urbanized area already served by the Riverside County Fire Department and would not have a significant impact on fire response times nor create a substantially greater need for additional fire protection services above current capacity.

Most importantly, the Project will be required to submit a Fire Protection Plan to the Riverside County Fire Department for review and approval, including fuel modification and landscaping details. These items would be included as conditions of approval prior to building permits being issued. Additionally, construction of the Proposed Project would maintain emergency access to the site and on area roadways and would not include any components, such as roadway closures, which would interfere with an emergency response plan or evacuation route. Thus, the Proposed Project would have a less than significant impact to wildfire risk.

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21 Mandatory Findings of Significance

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

The Project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 1, *Aesthetics*, and would not result in excessive light or glare. The Project Site is located within an area of Menifee which includes industrial land to the north and east, commercial land to the west, and residential land to the south. Moreover, the Proposed Project may impact nesting birds or burrowing owls. Compliance with state and local laws and Mitigation Measures BIO-1 through BIO-3 would result in a less than significant impact to Biological Resources.

Adverse impacts to historic, archaeological resources, or human remains would be less than significant with compliance with state and local laws and provided mitigation measures. Mitigation Measures CUL-1, 2, 3, 4 and GEO-1 would be implemented in the event any important archaeological or paleontological resources are discovered during grading. The environmental analysis provided in Section 3, *Air Quality*, concludes that impacts related to emissions of criteria pollutants and other air quality impacts would be less than significant with implementation of Mitigation Measure AQ-1. Section 7, *Geology and Soils*, Section 8, *Greenhouse Gas Emissions*, and Section 9, *Hazards and Hazardous Materials*, conclude that impacts related to GHG emissions, hydrology, and water quality would be less than significant. Based on the preceding analysis of potential impacts in the responses to items 1 thru 21, no evidence is presented that the Proposed Project would degrade the quality of the environment. Impacts related to degradation of the environment and cultural resources would be less than significant with mitigation incorporation.

Mitigation Measures

Mitigation Measures AQ-1, BIO-1 through BIO-3, CUL-1 through CUL-4, and GEO-1 are applicable.

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- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

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

Cumulative impacts could occur if the construction of other projects occurs at the same time as the Proposed Project and in the same geographic scope, such that the effects of similar impacts of multiple projects combine to create greater levels of impact than would occur at the project-level. For example, if the construction of other projects in the area occurs at the same time as Proposed Project activities, combined air quality and noise impacts may be greater than at the Proposed Project-level but would not create a potentially significant impact.

With that said, project impacts are primarily temporary, localized effects, which would occur during project construction. Therefore, the potential for the Project to contribute to cumulative impacts would be limited to the infrequent periods of project activities for the following issue areas:

Air Quality

Based on SCAQMD guidance, any direct exceedance of a regional or localized threshold also is considered to be a cumulatively considerable effect, while air pollutant emissions below applicable regional and/or localized thresholds are not considered cumulatively considerable. As discussed in the preceding analysis, the Project would not exceed SCAQMD’s regional threshold for criteria pollutants during construction or operation of the Project, especially with implementation of MM AQ-1. Therefore, Project-related construction and operation emissions are not cumulatively considerable.

Biological Resources

If the Proposed Project and other planned residential Projects in nearby neighborhoods are constructed during the bird nesting season, these projects could result in cumulative impacts to special status bird species and nesting birds within the vicinity of Project Site. However, all projects, including the Proposed Project, would be required to adhere to the provisions of the MBTA related to the protection of nesting birds. In addition, all projects would be required to comply with the biological resources policies and standards of the City's Municipal Code which would minimize the potential for these projects to result in cumulative impacts to special status species, wetlands, wildlife movement, and biological resources protected by local policies and ordinances.

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

Cultural Resources

Implementation of the Project has the potential to impact masked/buried archaeological resources on the Project Site and, therefore, would result in a significant cumulative impact in the event any of such resources were found on-site during construction. Mitigation Measures CUL-1 through CUL-4 would require, among other things, that if archaeological resources are discovered, work must stop, a qualified archaeologist must evaluate the find, and if significant, a data recovery plan must be implemented in coordination with a Native American representative, as appropriate. With implementation of these Mitigation Measures, potential cumulative impacts would be reduced to less-than-significant levels. In addition, there is a remote potential for the recovery of human remains during ground-disturbing activities. With adherence to existing regulations and Mitigation Measures, potential cumulative impacts would be reduced to less-than-significant levels.

Greenhouse Gas Emissions

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

Hazards and Hazardous Materials

Similar to the Proposed Project, cumulative development projects in the local neighborhoods would be required to comply with regulations applicable to the use, disposal, and transportation of hazardous materials, and compliance with applicable regulations would reduce potential cumulative impacts to less-than-significant levels. With respect to the use and accidental release of hazardous materials in the environment at construction sites and the inadvertent mobilization of existing hazardous contaminants from construction activities, effects are generally limited to site-specific

conditions. Therefore, there would be no cumulative impact related to accidental release of hazardous materials.

Noise

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

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

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

LESS THAN SIGNIFICANT IMPACT

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Appendices

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