



CITY OF MENIFEE

CEQA Environmental Checklist Form

1. **Project Title:** Conditional Use Permit No. 2015-019
2. **Lead Agency Name and Address:** City of Meniffee, Community Development Department, 29714 Haun Road, Meniffee, CA 92586
3. **Contact person and phone number:** Manny Baeza, Contract Planner (951) 723-3742
4. **Project Location:** 28200 Portsmouth Dr., Sun City, California
 - A. Total Project Area: 0.01 acre (453.33 sq. ft.)
 - B. Assessor's Parcel No: 339-072-013
 - C. Map: USGS Romoland 7.5 Minute Quadrangle Map
 - D. Section, Township & Range: Section 29, Township 5 South, Range 3 West of the San Bernardino Baseline and Meridian
 - E. Latitude: 33° 42' 41.37" N Longitude: 117° 12' 41.28" W
 - F. Elevation: 1452 feet above mean sea level (amsl)
5. **Project Applicant/Owners:** Verizon Wireless, 15505 Sand Canyon Avenue, Irvine CA, 92618 (949) 286-7000
Engineer/Representative: Core Development Services, 3350 E. Birch Street #250, Brea, CA 92821 (714) 319-0370
6. **General Plan Land Use Designation:** 2.1-5 du/ac Residential (2.1-5R)
7. **Zoning District:** R-2 (Multiple Family Dwellings)
8. **Project Description:**

Planning Case No. 2015-019 (CUP) is a proposal to construct an approximate 453 square-foot (22'-8" x 20') Verizon Wireless unmanned telecommunications wireless facility on a 4.02 acre parcel located at 28200 Portsmouth Drive, Sun City. The proposed project includes the installation of a new 50-foot tall Verizon Wireless tower, Remote Radio Units (RRUS), microwave antenna, panel antennas, GPS antennas, power/fiber demarcation boxes, coax cables, hybrid cables, 15 kilowatt (kW) DC standby generator, main cabinet, and backup cabinet. An 8-foot concrete masonry units (CMU) wall with a 4-foot corrugated metal access gate would be constructed around the new tower and associated equipment. A new 12-foot wide access easement is proposed on existing asphalt. The project site is relatively flat and does not requiring grading. All new wireless communication equipment will be mounted inside the new 50 foot tower that will have the appearance of a church tower. The project will involve a minimal amount of earthwork required for the wall and tower foundation.

The Meniffee Code of Ordinances, Title 9: Planning and Zoning, Section 9.08 provides standards for the siting of wireless communications facilities. According to the ordinance, standalone wireless telecommunications facilities are allowed for churches or other non-residential uses in a residential zone only when concealed or disguised and with written consent of the Community Development Director based upon aesthetics, architectural integration, pole height, and other similar factors outlined in the code. Height requirements are outlined in Section 9.08.060 Height. The height of the support structure shall be no greater than the minimum necessary to provide the required coverage but shall not exceed 70 feet unless a variance is obtained. Section 9.08.070

(Basic Tower and Building Design and Screening) outlines the design and screening requirements. Freestanding above ground telecommunication support facilities shall be no taller than one story (approximately 15 feet) in height and the screening shall be constructed to fit the design of the surrounding buildings in the area. Screening may include block wall, wrought iron fence or other effective mechanism that is aesthetically consistent. Section 9.08.090 (Lighting) addresses lighting requirements. All wireless telecommunication facilities shall be unlit except for a manually operated or motion detector controlled lights. Lighting shall be turned off except when personnel is actually present at night.

Grading and Drainage

There is no drainage infrastructure currently existing or proposed for the site. Water will percolate within the approximate 453 square-foot lease area.

Utilities

The project proposes to create a new 5-foot wide Verizon Wireless utility easement that would contain new telecommunication/fiber optic lines underground from existing Verizon hand holes on Portsmouth Drive to the new equipment area.

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

The project site is a small, undeveloped portion of parcel 339-072--013 located east of Portsmouth Drive, north of Hartwick Road, and south of Roanoke Drive in Sun City. The proposed project site is used for landscaping (i.e., lawn) and is adjacent to a parking lot. There is an existing building to the west of the project site and three non-native mature trees on the site that would be required to be relocated. The project site is relatively flat, with an elevation of 1,452 feet above sea level. No jurisdictional drainages are located on the project site.

The surrounding area is a mixture of residential land uses (See Table 1, Surrounding Land Uses). An existing religious facility is located on the project site. The project site is bounded to the north, south, east, and west by single-family residences.

**Table 1
Surrounding Land Uses**

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	2.1-5 du/ac (2.1-5R)	R-2	Church and Parking Lot
North	2.1-5 du/ac (2.1-5R)	R-1	Single-family Residential
South	2.1-5 du/ac (2.1-5R)	R-1	Single-family Residential
East	2.1-5 du/ac (2.1-5R)	R-1	Single-family Residential
West	2.1-5 du/ac (2.1-5R)	R-1	Single-family Residential

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

Approval of Conditional Use Permit

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |

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

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |

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

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Utilities and Service Systems |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

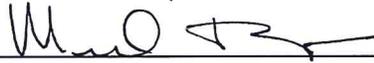
The environmental factors checked below (x) would have **"No Impact"** by this project as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Population and Housing |
| <input checked="" type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Recreation |
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| <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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



Signature

10/18/16
Date

Manuel Bueza
Printed Name

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:

I. AESTHETICS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The natural mountainous setting of the Sun City area is critical to its overall visual character, and provides scenic vistas for the community. Topography and a lack of dense vegetation and urban development allows for scenic views throughout the City, including to and from hillside areas. Scenic features include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges, rounded hills with boulder outcrops, and open space. Scenic vistas provide views of these features from public spaces. Many of the scenic resources are outside the City limits. Scenic views from Menifee include the San Jacinto Mountains to the northeast and east; the San Bernardino Mountains to the north; the San Gabriel Mountains to the northwest; and the Santa Ana Mountains to the west and southwest. The Canyon Lake Reservoir is adjacent to the City's western boundary.

The project site is currently used as a church and the 453 square-foot project area is located on a vacant area of the site. The project site is located adjacent to Portsmouth Road, within an area visually dominated by single-family residential and surface street features, with some views of mountains to the west. The project site is not considered to be within or to comprise a portion of a scenic vista.^{1,2} McCall Boulevard and Murrieta Road are located less than 0.25 mile north and east of the project site, respectively, and are identified as an Enhanced Landscape Corridors in the Menifee General Plan. However, the project would not impact scenic vistas along these corridors. Development of the project site with the proposed 50-foot Verizon "stealth" wireless telecommunications facility and associated infrastructure would have no significant effect on a scenic vista. As noted herein, Ordinance No. 2009-67, Section 9.08 provides standards for the siting of wireless communications facilities. According to the ordinance, the facility is required to be disguised or concealed. This facility would be located within a new tower designed to be architecturally compatible with the existing church facility. In addition, the tower is narrow in width. As such, there would be less than significant impacts pertaining to views of a scenic vista.

b) **No Impact.** The project site is not adjacent to an officially designated State scenic highway as identified on the California Scenic Highway Mapping System.^{3,4} The project site is located in a suburbanized area visually dominated by single-family residential land uses, and surface street features, and contains no scenic resources on the project site such as rock outcroppings, significant trees, or historical buildings. The 50-foot tall telecommunications facility would appear as a church tower. Therefore, no impacts to scenic resources within view from a county eligible scenic highway would occur.

c) **Less than Significant Impact.** 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 site's existing surroundings. Construction of the proposed project would result in short-term

impacts to the existing visual character and quality of the area. Construction activities would require the use of equipment and storage of materials within the project site. However, the site contains a large parking area, and construction activities are temporary and would not result in any permanent visual impact.

The proposed project site is currently used as a church and parking areas. The site is comprised of paved parking areas, and an existing building. The area surrounding the proposed project site is comprised of single-family residential uses. The project site is bounded to the north, south, east, and west by single-family residences.

Upon project completion, the proposed project would consist of a Verizon Wireless telecommunications facility. Also located within the confines of the lease area will be the 50-foot tower that will resemble the appearance of a church tower to blend in with the existing church use on the site. Twelve wireless RRUS would be mounted within the 50-foot tower. Two GPS antennas, one microwave antenna, twelve panel antennas, two power/fiber demarcation boxes, coax cables, hybrid cables, and two cabinets would also be installed in the lease area. The lease area would be enclosed by a 50-foot high tower with three service lights installed on the interior. The service lights will be installed on the interior walls and will not result in light shining on to adjacent properties or public rights-of-way. A DC generator would be located within the enclosure.

The proposed project would change the visual character of the project site by adding the 50-foot tower; however, the proposed project would not degrade the existing visual character or quality of the site and its surroundings. The proposed project will comply with Ordinance No. 2009-67, Section 9.08 that provides standards for the siting of wireless communications facilities. In addition, the proposed tower will resemble a church tower, which would blend in with the character of the existing church use on the site. Therefore, the project would have less than significant impacts on the visual character of the site and its surroundings.

d) **Less than Significant Impact.** Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused 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, including free-standing street lights, light fixtures on buildings, vehicle headlights, and traffic lights. The proposed project would include three service lights within the enclosure and will not result in light shining outside of the enclosure, onto adjacent properties, or onto public rights-of-way. According to Section 9.08.090, all wireless telecommunication facilities shall be unlit except for a manually-operated or motion-detector controlled lights that shall be kept off except when personnel are actually present at night.

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). With the application of the requirements of Menifee Municipal Code Section 6.01(Dark Sky: Light Pollution) and General Plan goals, the project will have a less than significant impact on interfering with the nighttime use of the Mt. Palomar Observatory. Impacts related to light would be less than significant with the implementation of Section 6.01 and General Plan policies.

Sources of daytime glare are typically concentrated in commercial areas and are often associated with retail uses. Glare results from development and associated parking areas that contain reflective materials such as glass, highly polished surfaces, and expanses of pavement. The proposed 50-foot tower would be constructed out of brick siding with a tile roof, which are not highly reflective surfaces. Section 9.08.070 requires that all buildings, poles, towers, antenna supports, antennas, and other components of each telecommunications site shall be comprised of materials that are of the same color or treated with nonselective colors to provide concealment as well as with anti-graffiti paint or coating and vines/plants. The telecommunications tower would have the appearance of a church tower and would not create glare. Impacts related to glare would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined in Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The proposed project is located in an area dominated by single-family residential land uses. Figure 5.2-1 from the City of Menifee General Plan Update Draft EIR did not identify the proposed project site as being *Prime Farmland, Unique Farmland, or Farmland of Statewide Importance*.^{5,6} Moreover, the project site is designated as Urban and Built-Up land by the FMMP.⁶ Therefore, there would be no conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to a non-agricultural use as a result of this project. No impacts to agricultural land would occur.

b) **No Impact.** No Williamson Act Contracts are active for the proposed project site.⁷ The project site is designated as Urban and Built-Up Land. The project site is zoned R-2 (Multiple Family Dwellings), which does permit some agricultural uses with limitations (see Article VII Section 7.1 Uses Permitted). The project site contains a building and paved parking lot areas, there would be no conflict with existing zoning for agricultural use or a Williamson Act Contract. No impacts would occur.

c) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits". The project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). The project site is urbanized, developed, graded, and no substantial vegetation exists on site, with the

exception of three non-native trees within project site boundary. Therefore, the proposed project would have no impact to any timberland zoning.

d) **No Impact.** The proposed project site is urbanized, developed, graded land; thus, there would be no loss of forest land or conversion of forest land to non-forest use as a result of this project. No impacts in reference to loss of forestland would occur.

e) **No Impact.** The proposed project is located in an area dominated by single-family residential land uses, and vacant land. The proposed project site is developed and is currently a church and the adjoining parking lot. None of the surrounding sites contain agricultural or forest uses. The proposed project would not change 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. No impacts would occur.

III. AIR QUALITY	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **No Impact.** A significant impact could occur if the proposed project conflicts with or obstructs implementation of the South Coast Air Basin 2012 Air Quality Management Plan (AQMP). Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 South Coast Air Quality Management District CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2012 AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.⁸ Consistency review is presented below:

(1) The proposed project will result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated by the CalEEMod analysis conducted for the proposed site (See Appendix A, Air Quality Modeling Data), summarized in Section III *et seq.* of this report; therefore, the project will not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation.

(2) The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan Elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities. This project does not involve a General Plan or Specific Plan Amendment and is not considered a significant project.

According to the Air Quality Analysis prepared for the proposed project and the consistency analysis presented above, the proposed project will not conflict with the AQMP; no impact will occur.

b) **Less than Significant Impact.** A project may have a significant impact if project-related emissions exceed federal, state, or regional standards or thresholds, or if project-related emissions substantially contribute to existing or project air quality violations. The proposed project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the SCAQMD. Both the state of California (state) and the federal government have established health-based ambient

air quality standards (AAQS) for seven air pollutants (known as 'criteria pollutants'). These pollutants include ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), inhalable particulate matter with a diameter of 10 microns or less (PM₁₀), fine particulate matter with a diameter of 2.5 microns or less (PM_{2.5}), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS.

Air pollution levels are measured at monitoring stations located throughout the air basin. Areas that are in nonattainment with respect to federal or state AAQS are required to prepare plans and implement measures that will bring the region into attainment. Table 3 (South Coast Air Basin Attainment Status – Riverside County) summarizes the attainment status in the project area for the criteria pollutants. Discussion of potential impacts related to short-term construction impacts and long-term area source and operational impacts are presented below.

Table 3
South Coast Air Basin Attainment Status – Riverside County

Pollutant	Federal	State
O ₃ (1-hr)	No Data	Nonattainment
O ₃ (8-hr)	Nonattainment	Nonattainment
PM ¹⁰	Attainment	Nonattainment
PM ^{2.5}	Nonattainment	Nonattainment
CO	Unclassified/Attainment	Attainment
NO ₂	Unclassified/Attainment	Attainment
SO ₂	Attainment	Attainment
Pb	Unclassified/Attainment	Attainment

Source: California Air Resources Board. State and National Area Designation Maps. 2015.

Construction Emissions

The proposed project will result in construction-related and operational emissions of criteria pollutants and toxic air contaminants. A project may have a significant impact if project-related emissions exceed federal, state, or regional standards or thresholds, or if project-related emissions will substantially contribute to existing or project air quality violations.

The California Emissions Estimator Model (CalEEMod) version 2013.2.2 was utilized to estimate emissions from the proposed construction activities (see Appendix A, Air Quality Modeling Data) (Helix Environmental Planning 2016). CalEEMod default construction phase lengths were utilized. Table 4 (Maximum Daily Construction Emissions) summarizes the results of the CalEEMod outputs. Based on the results of the model, maximum daily emissions from the construction of the proposed project will not exceed established SCAQMD thresholds.

Table 4
Unmitigated Maximum Daily Construction Emissions (lbs/day)

Year	ROG*	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Summer 2017	2.37	12.71	9.09	0.01	0.86	0.44
Winter 2017	2.37	12.71	9.09	0.01	0.86	0.44
SCAQMD Threshold	75	100	550	150	150	55
Potential Impact?	No	No	No	No	No	No

* Reactive Organic Gases
 Note: Volatile organic compounds are measured as reactive organic compounds
 Source: See Appendix A. Helix Environmental Planning. Air Quality and Greenhouse Gas Emissions Impact Assessment for the Verizon Faith Site Project. April 1, 2016.

Operational Emissions

Long-term emissions are evaluated at build-out of a project. The project is assumed to be operational in 2017. Long-term criteria air pollutant emissions will result from the operation of the telecommunications facility. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile and other vehicle sources associated with intermittent maintenance trips to- and -from the proposed facility. Energy demand

emissions result from use of electricity. Mobile source emissions refer to on-road motor vehicle emissions generated from the project's traffic. However, mobile source emissions from the proposed project are expected to be minimal, as operation of the facility would not include daily employee trips or customer and vendor trips and would only require monthly maintenance trips to the facility. Area source emissions from the proposed project include landscape maintenance and an average square footage to be repainted each year. As such, will not exceed the daily thresholds established by SCAQMD; impacts will be less than significant.

c) **Less than Significant Impact.** Cumulative short-term, construction-related emissions and long-term, operational emissions from the project will not contribute considerably to any potential cumulative air quality impact because short-term project and operational emissions will not exceed any SCAQMD daily threshold. As required of the proposed project, other concurrent construction projects and operations in the region will be required to implement standard air quality regulations and mitigation pursuant to state CEQA requirements, thus ensuring that air quality standards are not cumulatively exceeded. Impacts are therefore, considered less than significant.

d) **Less than Significant Impact.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, outdoor athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest land uses that are considered sensitive receptors are existing single-family residential dwelling units located approximately 150 feet to the south and 180 feet to the northeast of the project site. Construction equipment would emit diesel particulate emissions, however, because this would occur over a very short period, they are not considered to pose a significant health risk. In addition, diesel particulate emissions associate with use of the backup generator would be intermittent and short-term in nature, and therefore, would not pose a significant health risk. Therefore, in regard to toxic pollutant emissions, the proposed telecommunications facility will have a less than significant impact on sensitive receptors.

Carbon Monoxide Hotspots

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate state and federal CO standards at intersections, even if the broader Basin is in attainment for federal and state levels. In general, SCAQMD and the California Department of Transportation *Project-Level Carbon Monoxide Protocol* (CO Protocol) recommend analysis of CO hotspots when a project increases traffic volumes at an intersection by more than two percent that is operating at LOS D or worse.⁹ According to Section 3.1.3 of the Protocol, the project is not regionally significant and therefore is only required to examine local impacts. Regionally significant projects are defined in 40 CFR Section 93.101 and through extension in 40 CFR Section 93.105(c)(1)(ii), as follows:

Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Localized impacts are analyzed in Protocol Section 4. The local analysis procedures in Section 4.7.1 indicate that the project does not have the potential to worsen air quality (as defined for Protocol purposes only) because it will not result in an increase in the number of vehicles operating in *cold start* mode by more than two percent. *Cold Start* mode refers to a vehicle started after an hour or more being turned off. The project will result in a negligent average daily trip (ADT) increase and will not likely result in a decrease in average speeds at the ingress and egress points of the project site. The local analysis procedures then direct to Protocol Sections 4.7.3 and 4.7.4. These sections indicate that if the project involves signalized intersections performing at Level of Service (LOS) E or worse, then the project will be subject to a screening analysis to determine if a detailed analysis will be required. Section 4.4 references Appendix A of the Protocol for screening purposes; however, because of the age of the assumptions used in the screening procedures, they are no longer accepted. The Sacramento Metropolitan Air Quality Management District (SAQMD) developed a screening threshold that states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis.¹⁰ The project is located in a residential area is will not involve an intersection experiencing this level of traffic; therefore, the project passes the screening analysis and impacts are deemed

acceptable. Based on the local analysis procedures, the project is satisfactory pursuant to the Protocol and will not result in a CO hotspot.

Localized Significance Threshold Analysis

As part of the SCAQMD's environmental justice program, attention has been focused on localized effects of air quality. Staff at SCAQMD developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short- and long-term).¹¹ LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the State AAQS, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The proposed project is located within SRA 24.

Short-Term Analysis

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with worker trips are mobile source emissions that occur off site. The emissions analyzed under the LST methodology are PM₁₀. This project involves the short-term construction of a telecommunications facility. Construction emissions are below LST thresholds as shown in Appendix A. Therefore, short-term localized air quality impacts would be less than significant.

Long-Term Analysis

This project involves the long-term operation of a telecommunications facility. Emissions associated with vendor and worker trips are mobile source emissions that occur off site. According to SCAQMD LST methodology, LSTs apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site; such as warehouse/transfer facilities. The proposed project does not include such uses. Due to the lack of stationary source emissions, no long-term LST analysis is needed and is therefore considered a less than significant long-term impact.

e) **Less than Significant Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed telecommunications facility does not include any long term use of the above noted uses or processes. Construction activities could generate unfamiliar or objectionable odors, however, they would be over the short-term and would dissipate rapidly with distance from the construction site. Therefore, less than significant impacts will occur.

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant Impact with Mitigation Incorporated.** The proposed project site is currently used as a church and parking lot and is located in an area dominated by single-family residential uses. A Biological Report was prepared for the project by Tetra Tech, Inc. on June 30, 2015 and is included in Appendix B. The proposed project site is not identified as critical habitat for threatened and endangered species by the U.S. Fish and Wildlife Service.¹² A search of the California Natural Diversity Database (CNDDDB) indicates that no sensitive species occur within a one mile radius of the project site.¹³

The nests and young of native bird species are protected by the federal Migratory Bird Treaty Act and the California Fish and Game Code. Although protective netting would be installed on the tower to prevent birds from nesting in the tower, there is the potential for nesting birds to occur in the trees located within the project site and in adjacent landscaping prior to or during construction. Therefore, Mitigation Measure B-1 is incorporated to ensure that nesting birds are protected should construction occur during the nesting season. Impacts to biological resources would be less than significant with mitigation incorporated.

MITIGATION MEASURE B-1:

Prior to any vegetation removal or other potential disturbances to nesting bird habitat during the nesting season from February 1st through September 15th, a pre-construction survey shall be conducted no more than three days prior to any such disturbance. If

nests are discovered, no further work shall occur within 200 feet of the nest until the nest is no longer occupied. The survey report shall be filed with the Community Development Director. The applicant shall bear the cost of implementing this mitigation.

b) **No Impact.** The proposed project site is currently used for a church and its parking lot. No riparian habitat exists on site. As such, no impact to riparian habitat or other sensitive natural habitat would occur.

c) **No Impact.** According to the federal National Wetlands Inventory, the proposed project site does not contain any wetlands.¹⁴ The proposed project will not disturb any offsite wetlands. There is no vegetation or onsite water features indicative of potential wetlands. No impacts would occur.

d) **No Impact.** The project site is currently used for a church and its parking lot. It is surrounded to the north, south, east, and west by development preventing the use of the project site and surrounding area as a wildlife corridor. The project site contains minimal vegetation in the context of a completely urbanized setting surrounded by residential uses. There are no substantial vegetated areas or water bodies located on-site. The project site does not provide for the movement of any native resident or migratory fish or wildlife. No impacts would occur.

e) **No Impact.** The proposed project site is currently used for a church and its parking lot. Three non-native trees are located on the project site and would be relocated. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impacts would occur.

f) **Less than Significant Impact.** The proposed project site is within the planning area of the Western Riverside Multiple Species Habitat Conservation Plan (NCCP/HCP).¹⁵ According to the City of Menifee General Plan Exhibit OSC-8, MSHCP Survey Areas, the project site is not located within an MSHCP Criteria Cell, amphibian survey area, owl survey area, criteria area species survey, narrow endemic plant survey, or mammal survey area. Impacts would be less than significant.

V. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **No Impact.** This proposed project site does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. The project site is not listed with the State Office of Historic Preservation or the National Register of Historic Places.¹⁶ A Cultural Resources Report was prepared for the project by Tetra Tech, Inc. on September 23, 2015 and is included as Appendix C. No known historically or culturally significant resources, structures, buildings, or objects are located on the project site. As such, the proposed project would not cause an adverse change in the significance of a historical resource, and impacts to historic resources are not anticipated. No impacts would occur.

b) **Less than Significant With Mitigation Incorporated.** According to the City of Menifee General Plan EIR, the entire City, including Sun City, is considered sensitive for archaeological resources.¹⁷ Thus, General Plan policies are in place to preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations or policies which may be adopted by the City (OCS-5.1). In support of preparing the Draft Environmental Impact Report (DEIR) for the General Plan Update, a records search was performed through the University of California (UC) Riverside's Eastern Information Center (AIC) in April, 2010. A records search was conducted of the National Register of Historic Places, California Register of Historic Resources, and Historical Landmarks, and California Points of Historic interest. In addition, a records search was conducted by Tetra Tech which revealed no resource have been previously recorded within a half mile radius of the project site.

Due to level of disturbance on the site and within the project area, it is unlikely that construction related activities would encounter unknown cultural resources on the proposed project site. However, given the fact that the entire City is considered sensitive for archaeological resources, in the event that archaeological materials are uncovered at the project site, Mitigation Measure C-1 is incorporated to ensure that uncovered resources are evaluated, left in place if possible, or curated as recommended by a qualified anthropologist. Impacts to archaeological resources would be less than significant with mitigation incorporated.

MITIGATION MEASURE C-1:

If potential archaeological materials are uncovered during grading or other earth moving activities, the contractor shall be required to halt work in the immediate area of the find and to retain a professional archaeologist to examine the materials to determine whether it is a unique archaeological resource as defined in § 21083.2(g) of the state CEQA Statutes. If this determination is positive, the resource shall be left in place, if determined feasible by the project archaeologist. Otherwise, the scientifically consequential information shall be fully recovered by the archaeologist. Work may continue outside of the area of the find; however, no further work shall occur in the immediate location of the find until all information recovery has been completed and a report concerning it filed with the Community Development Director. The applicant shall bear the cost of implementing this mitigation.

c) **Less than Significant Impact With Mitigation Incorporated.** Review of sensitivity maps and reports obtained from the Riverside County Land Information System (RCLIS), indicated that the project site has high paleontological sensitivity (High B) at the surface and within the subsurface which indicated that fossils are likely to be encountered at or below four feet of depth and may be impacted during excavation by construction activities.¹⁷

In summary, the review of sensitivity maps and reports from RCLIS indicate that the project area has an undermined paleontologic sensitivity both at the surface and at subsurface levels. However, because of limited potential depths due to bedrock and disturbance from past development of the site, the site was determined to be unlikely to yield significant vertebrate paleontological remains. However, in the unlikely event that paleontological resources are discovered during construction activities, Mitigation Measure C-2 is incorporated to ensure that uncovered resources are handled in an appropriate manner by a qualified paleontologist. Impacts to paleontological resources will be less than significant with mitigation incorporated.

MITIGATION MEASURE C-2:

If paleontological materials are uncovered during grading or other earth moving activities, the contractor shall be required to halt work in the immediate area of the find, and to retain a professional paleontologist to examine the materials to determine whether it is a significant paleontological resource. If this determination is positive, resource shall be left in place, if determined feasible by the project paleontologist. Otherwise, the scientifically consequential information shall be fully recovered by the paleontologist. Work may continue outside of the area of the find; however, no further work shall occur in the immediate location of the find until all information recovery has been completed and a report concerning it filed with the Community Development Director. The applicant bears the cost of implementing this mitigation.

d) **Less than Significant Impact With Mitigation Incorporated.** No human remains or cemeteries are anticipated to be disturbed by the proposed project. Nevertheless, If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project site shall also be subject to consultation between appropriate representatives from that group and the Community Development Director. To ensure adherence to these regulatory requirements, Mitigation Measure C-3 has been incorporated. Impacts would be less than significant with mitigation incorporated.

MITIGATION MEASURE C-3:

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the Community Development Director.

VI. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.i.) **Less than Significant Impact.** The project site is not located within an Alquist-Priolo Earthquake Fault Zone. According to the geologic map of the project site contained in the City of Menifee General Plan EIR, the closest active fault is the Elsinore fault (Glen Ivy segment) which is located approximately 6 miles from the project site. A small inactive fault is located a little over one mile to the northeast of the project site as well. However, the potential for direct surface fault rupture at the project site is considered unlikely. Therefore, impacts would be less than significant.

a.ii) **Less than Significant Impact.** The project site is subject to strong seismic ground shaking as are virtually all properties in Southern California. The proposed facility is subject to the seismic design criteria of the California Building Code (CBC) as adopted by the City of Menifee in the Riverside County Ordinance 2009-67. The 2013 California Building Code (California Building Code, California Code of Regulations, Title 24, Volume 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with

a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements will reduce the potential of the structure from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations will reduce the risk of loss, injury, and death; impacts due to strong ground shaking would be less than significant.

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

According to the Geotechnical Report prepared for the project by Terradyne LAX, Inc. on February 6, 2016 (contained in Appendix D), groundwater was not detected during the investigation and the project site is not located in a very high liquefaction hazard zone. Liquefaction is typically a hazard where loose sand soils exist below groundwater. Therefore, the potential for liquefaction to occur is low. Impacts pertaining to liquefaction would be less than significant.

a.iv.) **No Impact.** According to the site plan the project site is located in a developed area that is relatively flat and there is no potential for landslides. No impacts would occur.

b) **Less than Significant Impact.** Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. The project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion will be minimized through soil stabilization measures required by SCAQMD Rule 403 (Fugitive Dust), such as daily watering. Water erosion will be prevented through the City's standard erosion control practices required pursuant to the CBC and the National Pollution Discharge Elimination System (NPDES) regulations, such as silt fencing, fiber rolls, or sandbags. Following project construction, the site itself will be the telecommunications tower and equipment enclosure, while the surrounding area would remain a parking lot and church building. Impacts related to soil erosion would be less than significant with implementation of existing regulations.

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

Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e., retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. According to the geotechnical report prepared for the project site, the potential for liquefaction at the project site is low due to the flat topography of the project site and because groundwater was not encountered.

The soil underlying the project site comprises artificial fill to a depth of 2 feet, followed by alluvium consisting of clayey sand to gravelly sand to 32 feet, followed by bedrock. The potential for expansion and collapsible soil is low. Furthermore, the project is required to be constructed in accordance with the CBC. The CBC includes a requirement that any City-approved recommendations contained in the soils report be made conditions of the building permit. Therefore, with the project's compliance to these conditions and adherence to recommendations listed in the geotechnical report, hazard impacts arising from unstable soils would be reduced to less than significant.

d) **No Impact.** The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. According to the geotechnical engineering report prepared for the project site, the expansion potential for the onsite soils is low. No impacts related to expansive soils would occur.

e) **No Impact.** The proposed project is a wireless telecommunications facility and does not require a sewer connection or the use of septic tanks. No impacts would occur.

VII. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant Impact.** Climate change is the distinct change in measures of climate for a long period of time.¹⁸ Climate change is the result of numerous, cumulative sources of greenhouse gas (GHG) emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (e.g., changes in ocean circulation). Anthropogenic activities can affect the atmosphere through emissions of GHG and changes to the planet's surface. Anthropogenic activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices.

GHGs differ from other emissions in that they contribute to the "greenhouse effect." The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth, because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. GHGs occur naturally and from human activities. GHGs produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

GHG emissions for the project were quantified utilizing the California Emissions Estimator Model (CalEEMod) version 2013.2.2 to determine if the project could have a cumulatively considerable impact related to greenhouse gas emissions and summarized in below in Table 5 (Total Project-Related GHG Emissions). The emissions inventory accounts for GHG emissions from construction activities and operational activities.

**Table 5
Total Project-Related GHG Emissions**

Source	Metric Tons Per Year (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ E
Amortized Construction	2.00	0.00	0.00	2.00
Area	0.00	0.00	0.00	0.00
Energy	3.00	0.00	0.00	3.00
Mobile	0.00	0.00	0.00	0.00
Solid Waste	0.00	0.00	0.00	0.00
Water	0.00	0.00	0.00	0.00
Total	5.00	0.00	0.00	5.00

Source: See Appendix A

The total GHG emissions generated from the project is approximately 5.00 MTCO₂E per year which includes construction-related emissions amortized over a typical project life of 30 years. The total GHG emissions from the project are below the lowest SCAQMD recommended screening level of 1,400 MTCO₂E/yr for commercial projects. Therefore, the proposed project will not exceed the applicable draft GHG screening thresholds and impacts will be less than significant.

b) No Impact. The City of Menifee has not yet adopted a qualified GHG reduction plan.¹⁹ The City of Menifee General Plan includes policies and measures (shown in General Plan Draft EIR GHG section Table 5.7-9) for the City to implement in support of achieving the reduction target of AB 32 and the statewide GHG reduction goal of Executive Order S-03-05. The City has adopted the 2013 edition of the CBC (Title 24), including the California Green Building Standards Code (pursuant to Menifee Municipal Code Chapter 8.06). The project will be subject to the California Green Building Standards Code, which requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant-emitting finish materials. The project does not include any feature (i.e. substantially alter energy demands) that will interfere with implementation of these state and City codes and plans. The proposed project will not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs; no impact will occur.

VIII. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant Impact with Mitigation Incorporated.** 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 wastes or places housing near a facility which routinely transports, uses, or disposes of hazardous materials. The proposed project is located within an area surrounded by single-family residential land uses, and vacant land. The proposed project would not place housing near any hazardous materials facilities. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses which require such materials for manufacturing operations or produce hazardous wastes as by-products of production applicants.

The Resources Conservation and Recovery Act (RCRA) is the federal law that regulates the generation, management, and transportation of waste material. Hazardous waste management, specifically, includes the following:

- Treatment: Any process that changes the physical or chemical composition of the waste to make it less harmful to the environment.
- Storage: The holding of hazardous waste for a temporary period of time.
- Disposal: The permanent final location of the hazardous waste into or on the land.

RCRA approaches hazardous wastes from a cradle-to-grave approach, meaning that all hazardous wastes are tracked and strictly regulated from generation to disposal. Hazardous waste generators are required to report use or transport of hazardous wastes to the EPA. Hazardous waste generators range from small producers such as dry cleaners and automobile repair facilities to larger producers such as hospitals and manufacturing operations. Specifically, the EPA categorizes Small Quantity Generators (SQG) as those facilities that produce between 100 and 1,000 kilograms (kg) of hazardous waste per month. Facilities producing less than 100 kg of hazardous waste per month are not subject to RCRA. Large Quantity Generators (LQG) produce 1,000 kg or more hazardous waste per month. LQG and SQG facilities are subject to the storage and transportation requirements of RCRA. The proposed project is not anticipated to generate more than 100 kg of hazardous waste per month. Considering the nominal use of hazardous materials and generation of wastes, impacts would be less than significant.

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

The proposed project would operate as a wireless telecommunications facility that would involve the use of diesel fuel for the backup generator and the use of nickel-cadmium batteries. The use, storage, and disposal of hazardous materials and wastes would be done so in compliance with state and federal law. Nevertheless, without proper tracking and control of hazardous materials use on the site, impacts would be potentially significant without mitigation. Therefore, Mitigation Measures H-1 and H-2 are incorporated to ensure proper treatment of hazardous materials on the project site. With incorporation of these measures, impacts would be less than significant.

MITIGATION MEASURE H-1:

Battery storage and fuel use, storage, and handling shall be approved by the Riverside County Fire Department per the California Building Code and California Fire Code, prior to materials being stored on the project site. The applicant bears the cost of implementing this mitigation.

MITIGATION MEASURE H-2:

The following shall apply to the backup generator:

- 1) A Business Emergency Plan (BEP) shall be submitted to the County of Riverside, Hazardous Materials Management Branch (HMMB). The BEP shall be submitted to the HMMB for review and acceptance "Prior to Building Final."
- 2) A concrete berm shall be installed around all diesel backup generators, especially those designed with single-walled tanks.
- 3) If the fuel tank capacity is greater than or equal to 1,320 gallons, the facility shall be required to prepare a Spill Prevention Control and Countermeasure (SPCC) plan. The SPCC shall be written in compliance with Federal rules and regulations.
- 4) If the generator is located indoors, all entrance doors shall be labeled with an NFPA 704 sign with the appropriate NFPA ratings.
- 5) If the generator is located outdoors, the NFPA 704 sign shall be placed on the most visible side of the exterior surface of the generator unit, or if fenced, on the most visible side of the fence, with the appropriate NFPA ratings.
- 6) The location and capacity of the "day tank", if proposed, shall be clearly identified in the chemical inventory and facility map sections of the BEP.
- 7) The business shall address the handling of spills and leaks in the Prevention, Mitigation, and Abatement sections of the BEP.

The applicant bears the cost of implementing this mitigation.

b) **Less than Significant Impact.** There are no open leaking underground storage tank (LUST) cases on or near the proposed project site.²⁰ There will be no impact related to the release of hazardous materials into the environment as a result of the proposed project.

The proposed project site contains an existing church building and paved parking lot. The church building will remain as is, and will not be modified, changed, or altered in any way. Thus, there will be no impacts related to structures with asbestos containing materials or lead-based paint. With adherence to existing regulations, the proposed project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; impacts will be less than significant.

c) **No Impact.** There are no schools located within one-quarter mile of the project site. Operation of the proposed communications facility would generate diesel particulate emissions, however, these emissions would be minimal with only intermittent, short-term operation of the backup generator. In addition, these emissions would dissipate prior to reaching any schools. Therefore, no impacts related to hazardous emissions or the handling hazardous or acutely hazardous materials, substances, or waste will occur.

d) **No Impact.** 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.²¹

Based upon review of the Cortese List, the project site is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),²²
- listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB),²³
- listed as a hazardous solid waste disposal site by the SWRCB,²⁴
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,²⁵ or
- developed with a hazardous waste facility subject to corrective action by the DTSC.²⁶

e-f) **No Impact.** There are no public airports or private airstrips within two miles of the project site. No impacts would occur.

g) **Less than Significant Impact.** The proposed project would be located in a vacant area adjacent to a church building and parking lot. Pursuant to state Fire and Building Codes, sufficient space would have to be provided around the building for emergency personnel and equipment access and emergency evacuation. All project elements, including landscaping, would be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the facility. The proposed project is required to comply with the California Fire Code as adopted by the Menifee Municipal Code. The site plan includes one ingress/egress access point: the existing driveway that enters the project site along Portsmouth Drive.

The existing driveway and asphalt parking area allows emergency access and evacuation from the site. The project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed. Impacts would be less than significant.

h) **Less than Significant Impact with Mitigation Incorporated.** The proposed project site is located within a Very High Fire Hazard Zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE).²⁷ Within these designated areas, 100 feet of defensible space is required around new and existing buildings and structures. More than 100 feet of defensible space, with the existing lawn and asphalt parking lot, already exists at the project site. In addition, the proposed new equipment would be placed on a concrete pad that would remain weed free. However, significant impacts would occur if the Riverside County Fire Department were not able to access the telecommunications facility in the event of a fire. With incorporation of Mitigation Measure H-3, access could be obtained. Therefore, impacts would be less than significant.

MITIGATION MEASURE H-3:

To enable access to the site by the Riverside County Fire Department, the following shall apply:

- 1) The gate to the telecommunications facility shall be equipped with a Knox rapid entry system.

- 2) A new address shall be required for the facility prior to submittal for plan check, and address numbers for all buildings shall be clearly visible from the public roadway.

IX. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant Impact.** A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for a receiving water body. For the purpose of this specific issue, a significant impact could occur if

the project would discharge water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Water Quality Management Plan (WQMP) to reduce potential post-construction water quality impacts.

Construction Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the proposed project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. The proposed project will disturb approximately 0.01 acre of land and therefore will not be subject to NPDES permit requirements during construction activities. Pursuant to the Menifee Municipal Code Sec. 15.01.015, new development or redevelopment projects shall control stormwater runoff so as to prevent any deterioration of water quality that will impair subsequent or competing uses of the water. The Director of Public Works will approve Best Management Practices (BMPs) to be implemented to reduce the discharge of pollutants.

Operational Impacts

Proposed construction of the telecommunications facility would not increase impervious areas on the project site. The project site would be located in a vacant area adjacent to a church building and parking lot. The proposed project would be subject to post-construction BMPs to address increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements. Common post-construction BMPs include filtering stormwater through vegetated areas prior to discharge into the City's storm drain system or retaining stormwater on-site to filter back into the groundwater. The proposed telecommunications facility would not generate hazardous wastewater that will require any special waste discharge permits. Impacts would be less than significant with adherence to existing regulatory requirements.

b) **Less than Significant Impact.** If the project removes an existing groundwater recharge area or substantially reduces runoff that results in groundwater recharge such that existing wells will no longer be able to operate, a potentially significant impact could occur. Groundwater was not encountered during the geotechnical investigation conducted for the project.²⁸ Therefore, no disturbance of groundwater is anticipated. The proposed structure footprint would increase on-site impervious surface coverage slightly as the project site is currently lawn. However, this small area is not anticipated to significantly affect infiltration in the area nor have a significant effect on the groundwater table level. Impacts would be less than significant.

c) **Less than Significant Impact.** Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the project results in substantial on- or off-site erosion or siltation. Erosion and siltation reduction measures would be implemented during construction. No streams cross the project site; thus, the project would not alter any stream course. Impacts would be less than significant.

d-e) **Less than Significant Impact.** No streams traverse the project site; thus, the project would not result in the alteration of any stream course. During construction, the project applicant would be required to comply with drainage and runoff guidelines pursuant to City of Menifee guidelines. Impacts would be less than significant.

With regard to project operation, construction of the proposed project increase the net area of impermeable surfaces on the site by approximately 453 square feet. This would have a negligible impact on site drainage and infiltration given that surrounding areas are occupied by lawn. In addition, the project is not an industrial use, and therefore, would not result in substantial pollutant loading such that treatment control BMPs will be required to protect downstream water quality. Impacts would be less than significant.

f) **No Impact.** The project does not propose any uses that would have the potential to otherwise degrade water quality beyond those issues discussed in Section IX herein. No impacts would occur.

g) **No Impact.** The proposed project includes the construction of telecommunications facility. No housing is proposed as part of this project. No impacts would occur.

h) **No Impact.** According to flood maps prepared by the Federal Emergency Management Agency (Exhibit S-9 in City of Menifee General Plan), the proposed project site is not located in an area subject to inundation by the 1-percent-annual-chance flood event.²⁹ No impacts would occur.

i) **Less than Significant Impact.** Parts of the City of Menifee are within existing dam inundation areas for three dams at Diamond Valley Lake, two dams at Canyon Lake, and one at Lake Perris Reservoir. The Lake Perris Dam is located about eight miles northwest of the project site and the San Jacinto River is located approximately 2 miles to the northeast of the project site. The design and construction of the dams for earthquake resistance, in combination with monitoring of the dams, reduce risks of dam failure due to earthquakes. Dam inundation impacts would be less than significant.

j) **No Impact.** The project site is not subject to tsunami due to its elevation and distance (over 30 miles) from the ocean. There are several reservoirs in the City of Menifee associated with Menifee Lakes Country Club (southeast of the proposed project site) and with the residential subdivision located southeast of the proposed project site. There is no possibility of a seiche from these reservoirs affecting the project site given the distance of these reservoirs from the project site. As noted in Section VI, the project site has not been identified in an area susceptible to landslides, thus the potential for mudflow is relatively low because the project does not lie in a landslide hazard zone and no natural rivers or streams are located in the project vicinity. No impacts would occur.

X. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **No Impact.** The proposed project is surrounded by single-family residential to the north, south, east, and west and a church building exists on the project site. The proposed project is consistent and compatible with the surrounding land uses and would not divide an established community. The project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. Therefore, no impacts would occur.

b) **No Impact.** The project site is designated as 2.1-5 du/ac Residential (2.1-5R) in the City's General Plan and is zoned R-2 (Multiple Family Dwellings). The proposed project would comply with County Ordinance No. 2009-67, Section 9.08 that provides standards for the siting of wireless communications facilities. According to the ordinance, stand-alone wireless telecommunications facilities are allowed for churches or other non-residential uses in a residential zone only when concealed or disguised and with written consent of the Community Development Director based upon aesthetics, architectural integration, pole height, and similar factors outlines in Section 9.08. The proposed project would comply with the development standards and design guidelines set forth in County Ordinance 2009-67. The project would also be consistent with the City's General Plan, including policies intended to mitigate environmental impacts as noted in other sections of this initial study. No impacts would occur.

c) **Less than Significant Impact.** As discussed in Section IV above, the proposed project site is located in the planning area of the Western Riverside Multiple Species Habitat Conservation Plan (NCCP/HCP) but is not located within a Criteria Cell. Less than significant impacts would occur.

XI. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>a-b) No Impact. The project site is located in an urbanized area on a developed site with a church building and paved parking lot with single-family residences to the north, south, west, and east. There are no mineral extraction or processing facilities on or near the project site. No mineral resources are known to exist within the vicinity. The proposed project site is designated as Urban Area. According to the General Plan Draft EIR, no known significant mineral resources have been designated in the City of Menifee.³⁰ Therefore, no impacts would result.</p>				

XII. NOISE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Fundamentals of Sound and Environmental Noise

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that are described in logarithmic units called bels, and further subdivided into ten decibels, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Decibels are logarithmic units, and sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a barely perceptible change in sound and a 5 dBA change is generally readily perceptible.³¹

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise have been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:³²

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

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

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

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

Existing Noise Environment

The proposed project site is used for an existing church building and existing parking lot with single-family residential uses to the north, south, west, and east. All of the adjacent property is fully developed. Faint traffic noise from nearby roadways is the greatest contributor to ambient noise levels near the project site, and there are no discernible, substantial stationary noise sources within the area, as surrounding development consists of residential uses and the existing church on the site.

a) **Less than Significant Impact.** The City of Menifee General Plan Noise Element does not establish a noise level standard for commercial uses. The General Plan EIR references the state's *Land Use Compatibility for Community Noise Environments* table, which indicates that noise levels at commercial uses are *normally acceptable* up to 70 dBA CNEL and *conditionally acceptable* up to 77.5 dBA CNEL. The General Plan EIR estimates that long-term traffic noise generation in the project vicinity is expected to increase on McCall Boulevard between 5.5 dBA (west of Murrieta Road) and Valley Boulevard is expected to increase to 70+ dBA resulting in noise levels in excess of 60 dBA on the western portion of the subject parcel.³³

Operation of the proposed project would not be expected to generate substantial noise, but it would include the use of continually operating on-site outdoor cellular electronics cabinets and telecommunications interface cabinets, both with air-to-air cooling systems and an intermittently operating backup power diesel generator, all of which would be stored within the proposed tower. The Noise Study prepared by TCA for the project on February 7, 2016 (see Appendix E) analyzed modeled operational noise impacts based on worst-case noise-generating equipment typical of wireless communication facilities. According to the study (Appendix E), the diesel generator could create noise levels of 64 decibels at a distance of 23 feet from the edge of the unit. However, use of the backup generator would generally be expected to occur only during emergencies (power outages) and would not be part of normal operation of the facility, though there would be intermittent, short-term periods for routine equipment testing (less than one hour). Electrical equipment in the cabinets would be enclosed within an 8-foot CMU wall to buffer equipment noise. Table 6 (Operational Noise) summarizes calculated noise impacts at neighboring receptors assuming operation of all on-site equipment and noise reduction provided by the CMU wall.

Table 6
Operational Noise

Receiver	Calculated Noise (dBA Leq)
Northeast – Roanoke Road Residences	38
West – Portsmouth Drive Residences	36
Southeast – Hartwick Road Residences	40
Source: Core Development Services. Noise Assessment Report. February 7, 2016.	

Based on the noise level analysis provided in the General Plan EIR, and the fact that noise generated from the operation of the facility would likely be effectively muffled, the project would not be expected to expose people to noise levels in excess of General Plan standards. The proposed project would be in compliance with all applicable City property-line noise level limits and would result in less than significant impacts.

b) **Less than Significant Impact.** Vibration is the movement of mass over time, and is described in terms of frequency and amplitude. Unlike sound, groundborne vibration can be described in terms of displacement, velocity, or acceleration. Displacement is the distance that a vibrating point moves from its static position. Velocity is the instantaneous speed of the movement. Acceleration is the instantaneous rate of change of the speed. Displacement, though easier to understand than velocity or acceleration, is rarely used for describing groundborne vibration, so for this study, velocity is the fundamental measure used to evaluate the effects of groundborne vibration.

Common sources of vibration within communities include construction activities and railroads. Vibration can impact people, usually through annoyance, but can also damage structures or sensitive equipment. Structural damage is generally only a concern when large construction equipment is necessary, such as bulldozers and vibratory pile drivers, or when blasting is required. Groundborne

vibration can occur during pile driving or rock blasting. Grading activity also has potential for causing some structural vibration impacts, particularly if large bulldozers, trucks, or other heavy equipment are used where very old structures are present. Construction of the proposed project does not require rock blasting or pile driving. Site clearing and trenching activities would require the limited use of some heavy construction equipment. Operation of the proposed project would not involve any uses that cause vibration.

During construction, worst-case vibration-causing equipment onsite would involve the use of a vibratory roller (for soil compaction), which could generate vibration that might disturb structures. The closest structure to the project is the existing church that would be approximately 10 feet to the west; the nearest residential structure is approximately 150 feet to the south. Construction-related groundborne vibration would not be strong enough to result in structural damage at either of these receptors. Based on Federal Transportation Authority (FTA) vibration estimates for a vibrator roller, the peak particle velocity (PPV) levels, the most common measurement of groundborne vibration, would be approximately 0.21 at 25 feet from the project site, or 0.8 at 10 feet from the project site. This level is slightly above the FTA construction vibration damage criteria for reinforced-concrete, steel, or timber buildings (0.5 PPV) at 10 feet from the project site.³⁴ However, due to the use of this equipment over a very limited timeframe, this is a worst-case estimate of potential impacts and damage is not expected to occur. Therefore, vibration impacts would be less than significant.

c) **Less than Significant Impact.** As discussed in Section XII(a) above, operational noise impacts from typical use of the proposed telecommunications facility would be negligible, and therefore, the project would not be a significant point source of noise. The backup diesel generator would not be used for normal operations and would be located within the enclosed tower, and with implementation of Mitigation Measure NOI-1 below, would be effectively buffered. The proposed project also would only require vehicle trips for monthly maintenance and periodic landscaping. These intermittent trips would not be expected to produce a noticeable (3 dBA) increase in traffic noise, and therefore operational impacts would be less than significant.

d) **Less than Significant With Mitigation Incorporated.** As discussed in Section XII(c) above, periodic noise generated by the proposed project would include landscaping and maintenance of electrical equipment. These activities would not represent a substantial increase in periodic noise in the project vicinity and would be considered common in an urban environment. As also discussed above, all electrical equipment (including the generator) would be located in the equipment shelter, which would be required to incorporate adequate noise buffering; backup diesel generator operations would consist of periodic testing, or use only during emergencies. Therefore, periodic noise increases resulting from the proposed project would be less than significant.

Temporary noise generated by the proposed project would include construction period noise. Project construction would cause a short-term temporary increase in noise levels and, potentially, groundborne vibration in the project vicinity. Construction activities can often generate considerable amounts of noise, depending on the extent of demolition and construction activities, the construction equipment used, the timing and duration of these noise-generating activities, and the distance between these noise sources and the nearest noise-sensitive receptors. Construction noise levels drop off at a rate of about 6 decibels per doubling of distance between the source and receptor. Construction noise impacts result primarily when construction occurs during the noise-sensitive times of the day (i.e., early morning, evening, or night hours) or occurs in areas immediately adjoining noise-sensitive land uses, or if it lasts a long time. Limiting construction to daytime hours is often the most simple and effective way to reduce noise impacts. Temporary noise barriers and using "quiet" construction equipment can also reduce noise impacts in areas immediately adjacent to construction. Typically, noise generated by construction is short-term, temporary, and intermittent. Typical sound emission characteristics of construction equipment are provided in Figure 1 (Construction Equipment Noise).

According to the Federal Highway Administration's Roadway Construction Noise Model, construction equipment generates high levels of noise ranging from a maximum of 71 dBA to 101 dBA, measured 50 feet from the source. Temporary noise increases would be greatest during earthmoving activities where tractors, backhoes, loaders, and graders can produce noise levels between 75 dBA and 95 dBA at 50 feet from the equipment source. The closest residential structure is approximately 150 feet to the south, and could temporarily be exposed to noise levels in excess of the Municipal Code 55 dBA CNEL standard. In order to ensure that construction noise is minimized at nearby receptors, the project shall incorporate **Mitigation Measures NOI-1** and **NOI-2**, requiring construction equipment to be properly maintained so that factory noise-reducing devices are operating at maximum efficiency and ensuring construction activities are limited to appropriate hours. With implementation of these mitigation measures, temporary construction-related noise impacts would be less than significant.

MITIGATION MEASURE NOI-1:

The contractor shall limit construction activities to the hours of 6:00 AM to 6:00 PM during the months of June through September and between the hours of 7:00 AM and 6:00 PM during the months of October through May.

MITIGATION MEASURE NOI-2:

The contractor shall ensure that all construction vehicles have mufflers and are maintained in good operating order at all times and that no major vehicle repair is conducted on-site.

e-f) **No Impact.** The proposed project is not located within two miles of a public airport or public use airport and is not in the vicinity of a private airstrip. The project would not expose people residing or working in the project area to excessive noise levels. No impacts would occur.

XIII. POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The proposed project would not require any regularly employed staff. The only operations at the facility would be monthly landscaping and periodic maintenance visits. Therefore, the proposed project would not be expected to generate any new employment or induce any population growth in the City or region, and no impact would occur.

b) **No Impact.** The proposed project site contains a church building and paved parking lot. The proposed project would not displace any existing housing that would necessitate the construction of replacement housing elsewhere, and no impact would occur.

c) **No Impact.** As discussed in Section XIII(b) above, the proposed project site contains an existing church building and paved parking lot; the proposed project would not displace any existing housing that would necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant Impact.** The City of Menifee contracts with the Riverside County Fire Department and the California Department of Forestry and Fire Protection (CAL FIRE) for fire protection and emergency medical response services. Station No. 7 is located at 27860 Bradley Road, Sun City, approximately 2 miles east of the proposed project site. The proposed project would not require any regularly employed staff. The only operations at the facility would be monthly landscaping and periodic maintenance visits. Therefore, no new or expanded fire protection facilities would be required as a result of this project, and the impacts related to expansion of fire protection services would be less than significant.

b) **Less than Significant Impact.** The City of Menifee contracts with the Riverside County Sheriff for police service. The nearest Riverside County Sheriff Department station is located at 137 N. Perris Boulevard in Perris, California approximately seven miles north of the proposed project site. The proposed project would not require any regularly employed staff. The only operations at the facility would be monthly landscaping and periodic maintenance visits. The proposed telecommunications facility would not result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. Therefore, no new or expanded police facilities would need to be constructed as a result of this project, and impacts related to expansion of police protection services would be less than significant.

c) **No Impact.** The proposed project is located within the Menifee Union School District. The project does not propose any housing and therefore would not create additional students for either of the above referenced school districts. Therefore, there would be no impacts on schools.

d) **No Impact.** Demand for park and recreational facilities are generally the direct result of residential development. The proposed project would not construct residential dwellings nor require any regularly employed staff that would need to find housing in the city. Therefore, the proposed project would not generate any additional demand for park facilities, and there would be no impact.

e) **No Impact.** The proposed project would not require any regularly employed staff. The only operations at the facility would be monthly landscaping and periodic maintenance visits, and would not increase the demand for any other public facilities, such as libraries or hospitals. Therefore, there would be no impact.

XV. RECREATION	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) **No Impact.** The proposed project would not require any regularly employed staff. The only operations at the facility would be monthly landscaping and periodic maintenance visits. Therefore, the proposed project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, and there would be no impact.

XVI. TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** Based on the size and scope of the proposed project, a formal traffic analysis was not conducted to assess the traffic and transportation impacts. The proposed project would require periodic landscaping and maintenance visits, but these visits would be expected to average less than one vehicle trip per day at most, which would not substantially impact existing traffic conditions. Except for the initial construction period, there would be no other project-related traffic beyond occasional maintenance actions. No part-time or full-time employees are required for operation of the facility. The project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. No impacts would occur.

b) **Less than Significant Impact.** The City's General Plan EIR determined that three freeway mainline segments on the I-215 (from McCall Boulevard to south of Scott Road) would exceed applicable congestion management plan criteria, even after mitigation, and therefore would remain a significant unavoidable impact. However, as discussed in Section XVI(a) above, the proposed project would generate minimal traffic (less than one vehicle trip per day). Because the project would not result in the creation of a new significant impact or substantially increase the severity of an impact already evaluated in the General Plan EIR, the project would result in a less than significant impact.

c) **No Impact.** The project site is approximately 12 miles south of the Perris Valley Airport, the closest airport, and over 15 miles from March Air Force Base. Because the proposed project is outside of the airport influence area of each airport, it would not pose a safety hazard, and therefore there would be no impact.

d) **No Impact.** The proposed project would not include any changes to roadways or other design features that would substantially increase hazards. Therefore, there would be no impact.

e) **Less than Significant Impact.** The proposed project would be required to comply with Fire Department requirements for adequate access. No off-site improvements are proposed that would result in temporary lane or road closures that could impede emergency access or travel. Therefore, the impact would be less than significant.

f) **No Impact.** The proposed project would not include any changes to roadways or other design features that would conflict with the performance or safety of alternative transportation facilities. Therefore, no impact would result.

XVII. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The proposed project would not require any regularly employed staff. The only operations at the facility would be monthly landscaping and periodic maintenance visits, and therefore would not result in an increase in wastewater production such that expansion of existing facilities or construction of new facilities will be required. The project would not include bathrooms, portable toilets (except for construction workers), or any water fixtures. There would be no resident or service population in the project area. Therefore, there would be no impact.

b) **Less than Significant Impact.** The proposed project would not require any regularly employed staff. The only operations at the facility would be monthly landscaping and periodic maintenance visits. Limited amounts of water would be used for dust control and other construction activities during project construction, and for landscaping after the project is completed. The project would not generate any substantial long-term water demand or wastewater, and therefore the impact would be less than significant.

c) **Less than Significant Impact.** As discussed in Section IX(d), above, construction of the proposed project would not substantially increase the net area of impermeable surfaces on the site because the current site surface is pavement. However, because the project would be required to apply Best Management Practices (BMPs) that include drainage controls such as infiltration pits, detention ponds, bioswales, berms, rain gardens, and pervious pavement, this would be a less than significant impact.

d) **No Impact.** The proposed project would not require any regularly employed staff. The only operations at the facility would be monthly landscaping and periodic maintenance visits. The project would require negligible water for operation. The only water

demand created by the project would be for watering landscaping. According to the City of Menifee General Plan EIR, the projected net increase in water demands by buildout of the General Plan – about 15.0 mgd, or 16,800 acre-feet per year - is within Eastern Municipal Water District (EMWD) forecasts of increases in its water supplies over the 2015-2035 period. EMWD forecasts that its total water supplies will increase by 88,300 acre-feet per year over that period. Because there are adequate forecast water supplies in the region for General Plan buildout, and no additional water supplies would be needed, no impact would occur.

e) **No Impact.** As discussed in Sections XVII(a) and XVII(b), the proposed project would not create any wastewater; therefore, no impact would occur.

f) **Less than Significant Impact.** This project's additional solid waste stream would have a less than significant impact on regional landfill capacity. During 2013, the City of Menifee utilized three landfills: Badlands Sanitary Landfill, El Sobrante Landfill, and Lamb Canyon Sanitary Landfill.³⁵ Badlands Sanitary Landfill has a maximum daily capacity of 4,000 tons per day and a maximum capacity of 33,560,993 cubic yards. The remaining capacity is 14,730,025 cubic yards and it is scheduled to cease operation in January 2024. El Sobrante Sanitary Landfill has a maximum daily capacity of 16,054 tons per day and a maximum capacity of 184,930,000 tons. The remaining capacity is 145,530,000 tons and it is scheduled to cease operation in January 2045. Lamb Canyon Landfill has a maximum daily capacity of 5,000 tons per day and a maximum capacity of 33,041,000 cubic yards. The remaining capacity is 18,955,000 cubic yards and it is scheduled to cease operation in April 2021.³⁶

The proposed project would not require any regularly employed staff. The only operations at the facility would be monthly landscaping and periodic maintenance visits, and would generate negligible amounts of solid waste during operation (primarily related to landscaping and minor refuse from maintenance). Therefore, because there would be adequate landfill capacity in the region to accommodate project-generated waste, and the proposed project is not expected to generate a substantial quantity of solid waste, the impact would be less than significant.

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>a) Less than Significant with Mitigation Incorporated. The proposed project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section I and would not result in excessive light or glare. The project site is located within an urbanized area with no natural habitat. Adverse impacts to historic, paleontological resources, or human remains will not occur. Construction-phase Mitigation Measures C-1 through C-3 would be implemented in the event any important archaeological or paleontological resources or human remains are discovered during grading. This site is not known to have any association with an important example of California's history or prehistory. The environmental analysis provided in Section III concludes that impacts related to emissions of criteria pollutants and other air quality impacts will be less than significant. Sections VII and IX conclude that impacts related to climate change and hydrology and water quality will be less than significant. Based on the preceding analysis of potential impacts in the responses to items I thru XVII, no evidence is presented that this project will degrade the quality of the environment. The City hereby finds that impacts related to degradation of the environment and cultural resources would be less than significant with mitigation incorporated.</p>				
<p>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)?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

Summary-of-Projections Method: a summary of projections contained in an adopted general plan or related planning document or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

The proposed project is consistent with the City of Menifee General Plan, AQMP, and the CMP. Therefore, cumulative impacts would be less than significant.

Non-Cumulative Impacts

Impacts related to geology and soils, and airport hazards at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Therefore, no cumulative impacts related to these topics would occur.

Local Impacts

Projects can contribute considerably to cumulative impacts in context of the local environment. Local cumulative impacts are limited to , air quality, biological resources, cultural resources, hazardous materials, groundwater levels, drainage and water quality, land use and planning, noise, public services, transportation and traffic, and utilities and service systems. A general discussion of potentially significant cumulative impacts in the local context is summarized below.

The analyses related to agricultural resources, air quality, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, traffic, and utilities and services systems found that impacts would be less than significant; therefore, while the project will contribute to localized cumulative impacts, the project contribution would not be considerable.

Impacts related to biological resources (nesting birds), cultural resources, hazards and hazardous materials, and noise were found to be potentially significant and require mitigation to reduce to less than significant levels; therefore, the project could contribute considerably to significant regional cumulative impacts in these topical areas. These topics are discussed in detail below.

Biological Resources. The context for assessing cumulative impacts on biological resources is the extent to which disturbances occur to sensitive species at the population level, or adversely modify sensitive habitat. As there are no sensitive species or habitats at or close to the project site, with the exception of the potential presence of nesting birds, the project would have no contribution to cumulative impacts on these sensitive biological resources. In addition, implementation of Mitigation Measure B-1 will ensure that localized impacts on nesting bird species are avoided. Therefore, there would be no contribution to cumulative impacts on biological resources.

Cultural Resources. The context for assessing cumulative impacts to local archeological knowledge of our past is the geographical extent of historic and prehistoric knowledge within Menifee. Loss of on-site archaeological and paleontological resources could reduce or eliminate important information relevant to the San Jacinto Basin and the State of California. Mitigation Measures C-1 and C-2 have been incorporated requiring evaluation of any discovered potential archaeological or paleontological resources, the uniqueness of the archaeological sample or ancestry of the remains, and appropriate steps to preserve or curate the artifact or remains. Impacts to human remain will be mitigated with incorporation of Mitigation Measure C-3, which requires compliance with

applicable State and County regulations related to the uncover of human remains. This would eliminate any potential loss of important regional archaeological or paleontological information that may be buried under the project site; therefore, the project would have no contribution to a cumulative loss of important local archaeological or paleontological knowledge.

Hazards and Hazardous Materials. The context for assessing cumulative impacts on hazards and hazardous materials is the extent to which the project contributes to large scale hazards, or results in the use of a large volume of hazardous materials. The project would involve the use of small volumes of hazardous materials, and would not exacerbate hazards. Mitigation Measures H-1 through H-3 would ensure that hazardous materials are used properly at the project site. Therefore, the project would have no contribution to a cumulative impacts on hazards and hazardous materials.

Noise. The context for assessing local cumulative noise impacts is the extent to which temporary or permanent noise generating sources exist in the area. Noise generating sources can create annoyance to residents and can cause vibration impacts. Mitigation Measures NOI-1 and NOI-2 will be incorporated to address construction noise. Mitigation Measure NOI-1 requires construction activities to be limited to the hours of 6:00 AM to 6:00 PM during the months of June through September and between the hours of 7:00 AM and 6:00 PM during the months of October through May. Mitigation Measure NOI-2 would ensure that all construction vehicles have mufflers and are maintained in good operating order at all times and that no major vehicle repair is conducted on-site. These measures would eliminate any regional noise impacts resulting from construction or operation of the proposed project site; therefore, the project would have no contribution to local cumulative noise impacts.

Regional Impacts

Projects can contribute considerably to cumulative impacts in context of the regional environment. Regional cumulative impacts are limited to air quality, biological resources, cultural resources, hazardous materials, wildfires, groundwater levels, drainage and water quality, flooding, land use and planning, mineral resources, noise, transportation and traffic, and utilities and service systems. A general discussion of potentially significant cumulative impacts in the regional context is summarized below.

The analysis provided related to air quality, groundwater levels, drainage and water quality, flooding, land use and planning, mineral resources, traffic and transportation, and utilities and services systems found that impacts will be less than significant; therefore, while the project will contribute to regional cumulative impacts, the project contribution will not be considerable.

Impacts related to biological resources, cultural resources, hazard and hazardous materials, and noise were found to be potentially significant and require mitigation to reduce to less than significant levels; therefore, the project could contribute considerably to significant regional cumulative impacts in these topical areas. These topics are discussed in detail below.

Biological Resources. The context for assessing cumulative impacts on regional biological resources is the extent to which disturbances occur to sensitive species at the population level, or adversely modify sensitive habitat. As there are no sensitive species or habitats at or close to the project site, with the exception of the potential presence of nesting birds, the project would have no contribution to cumulative impacts on these sensitive biological resources. In addition, implementation of Mitigation Measure B-1 will ensure that localized impacts on nesting bird species are avoided. Therefore, there would be no contribution to cumulative impacts on important regional biological resources.

Cultural Resources. The context for assessing cumulative impacts to regional archeological knowledge of our past is the geographical extent of regional and statewide historic and prehistoric knowledge. Loss of on-site archaeological and paleontological resources could reduce or eliminate important information relevant to the San Jacinto Basin and the State of California. Mitigation Measures C-1 and C-2 have been incorporated requiring evaluation of any discovered potential archaeological or paleontological resources, the uniqueness of the archaeological sample or ancestry of the remains, and appropriate steps to preserve or curate the artifact or remains. Impacts to human remain will be mitigated with incorporation of Mitigation Measure C-3, which requires compliance with applicable State and County regulations related to the uncover of human remains. This would eliminate any potential loss of important regional archaeological or paleontological information that may be buried under the project site; therefore, the project will have no contribution to a cumulative loss of important regional archaeological knowledge.

Hazards and Hazardous Materials. The context for assessing cumulative impacts on hazards and hazardous materials is the extent to which the project contributes to large scale hazards in the region, or results in the use of a large volume of hazardous materials in the region. The project would involve the use of small volumes of hazardous materials, and would not exacerbate hazards. Mitigation Measures H-1 through H-3 would ensure that hazardous materials are used properly at the project site. Therefore, the project would have no contribution to a cumulative impacts on hazards and hazardous materials on a regional level.

Noise. The context for assessing cumulative noise impacts to the region is the extent to which temporary or permanent noise generating sources exist in the area. Noise generating sources can create annoyance to residents and can cause vibration impacts. Mitigation Measures NOI-1 and NOI-2 would be incorporated to address construction noise. Mitigation Measure NOI-1 requires construction activities to be limited to the hours of 6:00 AM to 6:00 PM during the months of June through September and between the hours of 7:00 AM and 6:00 PM during the months of October through May. Mitigation Measure NOI-2 would ensure that all

construction vehicles have mufflers and are maintained in good operating order at all times and that no major vehicle repair is conducted on-site. These measures would eliminate any regional noise impacts resulting from construction or operation of the proposed project site; therefore, the project would have no contribution to cumulative noise impacts in the region.

Global Impacts

One topic of global concern is climate change. As discussed in Section VII, climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. The project would not contribute considerably to global climate change.

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

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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c) **Less than Significant with Mitigation Incorporated.** Based on the analysis of the project's impacts in the responses to items I thru XVII, there is no indication that this project would result in substantial adverse effects on human beings. While there would be a variety of temporary adverse effects during construction related to noise, these would be reduced to less than significant levels through mitigation. Long-term effects include a slight increase in vehicular traffic and traffic related noise, use of hazardous materials, emissions of criteria pollutants and greenhouse gas emissions. The analysis herein concludes that direct and indirect environmental effects would, at worst, require mitigation to reduce to less than significant levels. Generally, environmental effects will result in less than significant impacts. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings would be less than significant with mitigation incorporated.

XVIII. EARLIER ANALYSES

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

XIX. REFERENCES

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