

## 4.15 PUBLIC SERVICES

This section identifies the public services providers to the Project site location and evaluates the potential impacts of the Project on the provision of public services. This section addresses the following public services (service providers are noted in parentheses):

- Fire Protection (Riverside County Fire Department [RCFD])
- Police Protection (Meniffee Police Department [MPD])
- Public Schools (Romoland School District and Perris Union High School District [PUHSD])
- Parks (City of Meniffee Community Services Department and Valley-Wide Recreation and Park District)
- Other Public Services - Public Libraries (Riverside County Library System)

### 4.15.1 Scoping Process

The City of Meniffee (City) received ten comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A-1** of this Environmental Impact Report (EIR). One comment letter included comments related to public services.

- The letter from the Valley-Wide Recreation and Park District (District) dated April 8, 2022, requested the Project identify the site is within the District's service area and would contribute to parks within the District's jurisdiction. The District stated the Project would result in increased operation and maintenance of parks and recreational facilities within the District's service area and the Project would need to contribute to these costs. To address the Project's impacts on parks, recreation, and open space, the District proposed the City to require the following conditions:
  - The Project site shall be annexed into the Valley-Wide Meniffee North Community Facilities District for landscape maintenance of all parkways, parks, detention basins, and other open space lots located within the District's boundaries.
  - All landscape areas, including parks, shall be constructed in compliance with District standards, and all areas of proposed landscape maintenance shall be identified as a numbered or letter lot. Each of these lots shall be either dedicated in fee, or made subject to an easement, to the District for open-space landscape maintenance.
  - A Preliminary Maintenance Exhibit (PME) shall be reviewed and approved by the District.
  - A Preliminary Park Concept (PPC) shall be reviewed and approved by the District.
  - Prior to map recordation, a park agreement for construction of parks and/or in-lieu fees between the developer and the District shall be executed.
  - Park-related in-lieu fees must be paid to the District.

#### 4.15.2 Methodology

Information regarding public services was obtained from agency websites, including the RCFD, the California Department of Forestry and Fire Protection (CALFIRE), the MPD, the California Department of Education, the United States Census Bureau, the Romoland School District, the PUHSD, the City of Menifee Community Services Department, the Valley-Wide Recreation and Park District, and the Riverside County Library System. Information was also obtained from the City of Menifee 2013 General Plan and the City of Menifee 2013 General Plan Environmental Impact Report.

#### 4.15.3 Existing Environmental Setting

The Project site is located in the northeastern portion of Menifee. The Project site is located within the approved Menifee Valley Ranch Specific Plan No. 301. The Project site is bounded by State Route 74 (SR-74) to the north, BNSF Railway (BNSF RR) and Case Road to the south, Briggs Road to the east, and Menifee Road to the west. **Figure 4.15-1: Public Facilities** shows the nearest fire station, police station, school (elementary, middle school, high school), parks, public library, and other public service facilities that would serve the Project.

##### 4.15.3.1 Fire Protection

The City of Menifee contracts with the RCFD for fire protection services. The RCFD, which contracts with the California Department of Forestry and Fire Protection (CAL FIRE), is a full-service department providing fire protection services, paramedic response, hazardous materials response, search and rescue, swift water rescue, fire prevention support, and disaster preparedness. The entirety of the Project site is within the jurisdiction of the RCFD.

Four RCFD fire stations provide services to Menifee: Sun City Station No. 7 (28349 Bradley Road), Menifee Lakes Station No. 76 (29950 Menifee Road), Menifee Station No. 68 (26020 Wickerd Road), and Quail Valley Station No. 5 (28971 Goetz Road). Each of the four stations in the city are equipped with a minimum of one Type 1 fire engine and a three-person engine company.<sup>1</sup> There are three stations near the Project site, including Homeland Station No. 54 (25730 Sultanas Road) located in Riverside County, approximately 1.4 miles northeast of the site, Sun City Station No. 7 approximately 3.7 miles southwest of the site, and Menifee Lakes Station No. 76 approximately 4.8 miles south of the site.

Based on the driving distance from the three stations closest to the Project site, that firefighters could arrive on scene at the Project site in an estimated 4 to 9 minutes (without traffic delays).

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<sup>1</sup> City of Menifee. Menifee Draft EIR, Public Services. Pg. 5.14-1. <https://www.cityofmenifee.us/DocumentCenter/View/1114>. Accessed August 1, 2022.

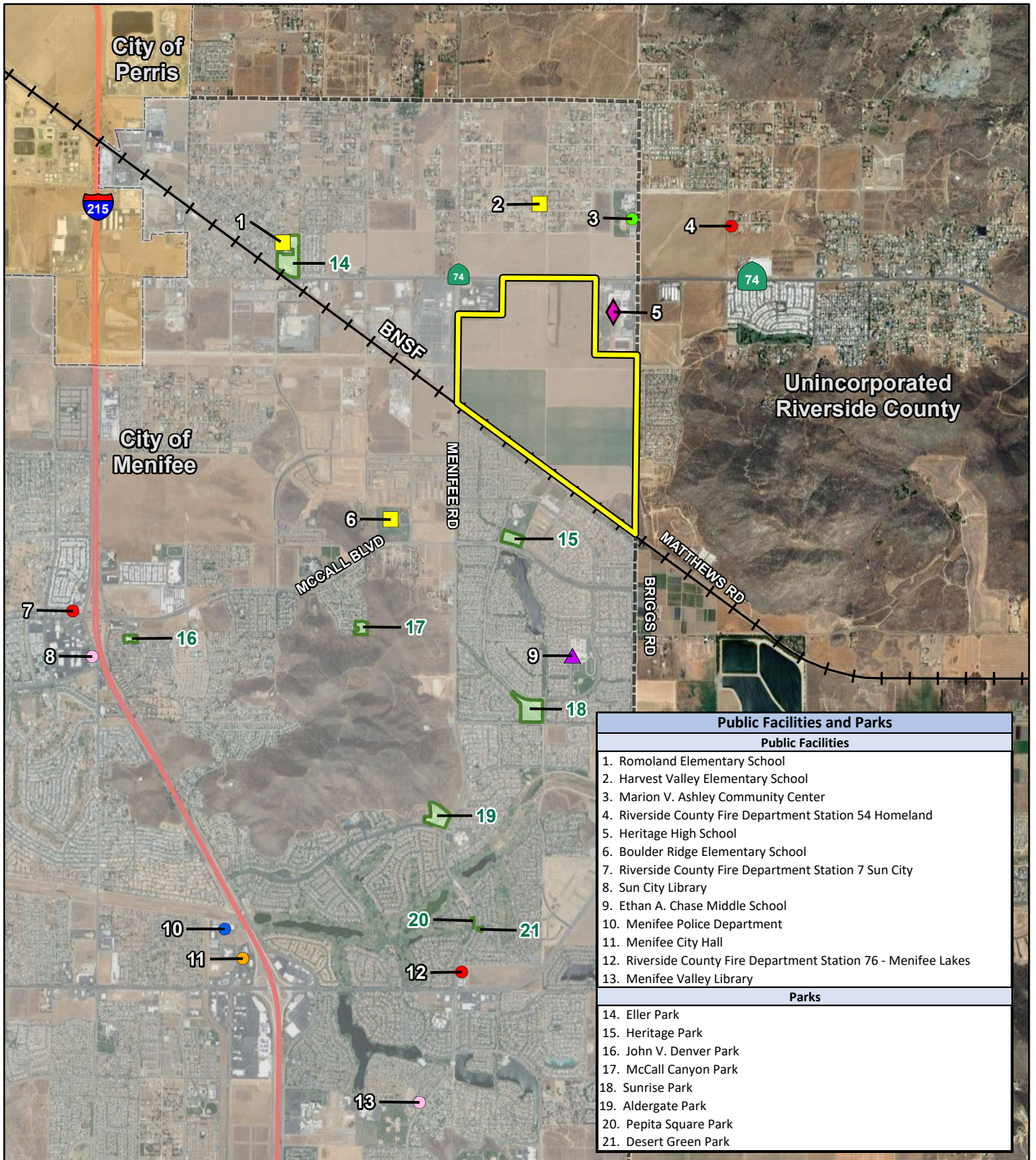


FIGURE 4.15-1

LSA

LEGEND

- Menifee Valley Specific Plan Site
- Park

- Public Facilities
- Elementary School
  - Middle School
  - High School

- City Hall
- Fire
- Library
- Police
- Recreation



SOURCE: Google Imagery (2021)

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Menifee Valley Specific Plan EIR

Public Facilities

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In the Riverside County/Menifee area, fire agencies cooperate under a statewide master mutual aid agreement for wildland fires. There are also mutual aid agreements in place with neighboring fire agencies promoting interdependencies fire protection agencies to respond to structural fire and medical responses typically associated with the peripheral “edges” of each agency’s boundary. Within the RCFD’s emergency services system, fire and emergency medical services are also provided by other Riverside County fire stations. Generally, the RCFD is responsible for structural fire protection and wildland fire protection within its area of responsibility. However, mutual aid agreements enable nonlead fire agencies to respond to fire emergencies outside their district boundaries

The RCFD also provides fire protection to the nearby city of Perris and unincorporated areas of Riverside County including Romoland just north of Menifee. Automatic aid agreements obligate the nearest RCFD fire company to respond to a fire regardless of the jurisdiction. Automatic aid is assistance dispatched automatically by contractual agreement between two fire departments, in comparison with mutual aid, which is arranged on a case-by-case basis.

#### 4.15.3.2 Police Protection

Since July 2020, the MPD has provided law enforcement service to Menifee and the Project site. The MPD station closest to the Project site is located at 29714 Haun Road approximately 6.3 miles southwest of the Project site. The MPD consists of over 60 officers and 17 professional staff.<sup>2</sup> Volunteer civilians also provide additional patrols in the community and assist with clerical functions.

#### 4.15.3.3 Public Schools

The Romoland School District (RSD) provides public elementary and middle school (K-8) education to the Project site. Perris Union High School District (PUHSD) provides public ninth grade through twelfth grade education within Menifee and the Project site. During the 2021 -2022 school year, the RSD had an enrollment of 4,295 students at four elementary schools, one middle school, and nonpublic/nonsectarian schools.<sup>3</sup> During the same period, PUHSD, had an enrollment of 11,342 students at five high schools, one middle school, California Military Institute, nonpublic/nonsectarian schools, Pathways for Adult Life Skills, and Scholar Plus Online Learning.<sup>4</sup>

The schools nearest to the Project site include: Boulder Ridge Elementary School located at 27327 Junipero Road in Menifee (approximately 1.7 miles southwest of the Project site), Ethan A. Chase Middle School located at 28100 Calm Horizon Drive in Menifee (approximately 2.1 miles west of the

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<sup>2</sup> City of Menifee. Menifee General Plan, Safety Element: S-8 Police Services. <https://cityofmenifee.us/780/S-8-Police-Services>. Accessed August 1, 2022.

<sup>3</sup> California Department of Education. Data Quest, 2021–2022 Enrollment by Grade Romoland Elementary Report. Website: <https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=3367231&aggllevel=district&year=2021-22&ro=y>. Accessed August 1, 2022.

<sup>4</sup> California Department of Education. Data Quest, 2021–2022 Enrollment by Grade Perris Union High Report. Website: <https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=3367207&aggllevel=district&year=2021-22&ro=y>. Accessed August 1, 2022.

Project site), and Heritage High School located at 26001 Briggs Road in Menifee (located east-adjacent to the Project site's northeast boundary).

#### 4.15.3.4 Parks

**Section 4.16** of this EIR, contains a detailed discussion related to parks and recreational facilities within the city. Park and recreation services would be provided to the Project site by the City of Menifee Community Services Department and the Valley-Wide Recreation and Park District. Park classifications within Menifee include: (1) Resource-Based Parks; (2) Population-Based Parks, including neighborhood parks and community parks; (3) Special Recreation Parks, including pocket parks/mini parks; (4) Joint-Use Parks; (5) Regional Parks; and (6) Open Space Parks.<sup>5</sup> According to the *City of Menifee Trails, Parks, Open Space and Recreation Master Plan* (2016), the city had a total of approximately 149.40 acres of parks and recreational facilities.<sup>6</sup> Since 2016, the City has expanded its parkland, which currently includes 197.38 acres of parks and recreational facilities.<sup>7</sup>

The nearest public park to the Project site is Heritage Park, located at 29450 McCall Boulevard, approximately 0.5 mile south of the Project site. The nearest public recreational facility is the Marion V. Ashley Community Center, located at 25625 Briggs Road, approximately 0.3 mile north of the Project site. Other parks that are close to the Project site include Eller Park, located at 25926 Antelope Road, approximately 1 mile west of the Project site, and Sunrise Park, located at Sunrise Road and Lindenberger Road, approximately 1.3 miles south of the Project site.

#### 4.15.3.5 Other Public Facilities – Libraries

Library service in the City is provided through the Riverside County Library System through two branches: Sun City Library (26982 Cherry Hills Boulevard, approximately 3.6 miles southwest from the site) and Menifee Library (28798 La Piedra Road, approximately 4.3 miles south from the site). The Menifee Library opened in July 2021 to centrally combine the library services previously offered through the Romoland Public Library and the Paloma Valley Public Library branches, both of which were located at high schools within the PUHSD. Library services were provided at these branches through a partnership between the Riverside County Library System and the PUHSD from 2007 until 2021. The Menifee Library includes a collection of over 35,000 material; study rooms, a community meeting room, shared spaces for teens and children, public computers, and furniture with plug in technology within a 20,000 square foot facility.<sup>8</sup> The Sun City Library houses a collection of approximately 69,360 items within a 10,500 square foot facility.<sup>9</sup>

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<sup>5</sup> City of Menifee, Community Services Department. Park Development Design Guidelines. March 2015. Pages 3-5. <https://www.cityofmenifee.us/DocumentCenter/View/2280/DRAFT-Park-Standards-NEW?bidId=>. Accessed August 1, 2022.

<sup>6</sup> City of Menifee. City of Menifee Trails, Parks, Open Space and Recreation Master Plan. February 2016. Page 37. <https://www.cityofmenifee.us/DocumentCenter/View/3565>. Accessed August 1, 2022.

<sup>7</sup> Menifee, City of. Parks, <https://www.cityofmenifee.us/285/Parks>. Accessed July 20, 2022.

<sup>8</sup> Riverside County Library System. Menifee Library History. <https://www.rivlib.info/about/library-history#24>. Accessed August 2, 2022.

<sup>9</sup> City of Menifee. Menifee General Plan Draft EIR, Public Services. 2013. Page 5.14-14. <https://www.cityofmenifee.us/DocumentCenter/View/1114>. Accessed August 2, 2022.

Menifee City Hall and other City Public Facilities (community development, public works department, community services department, etc.) are located at 29844 Haun Road approximately 4.9 miles southwest of the Project site. These facilities are open to the public Monday through Friday from 8:00 a.m. to 5:00 p.m.

#### 4.15.4 Regulatory Setting

##### 4.15.4.1 Federal Regulations

There are no federal regulations related to public services applicable to the Project site.

##### 4.15.4.2 State Regulations

**Assembly Bills 2926, 1600, and 2751.** To assist in providing facilities to serve students generated from new development projects, the State enacted Assembly Bill (AB) 2926 in 1986, which allows school districts to collect impact fees from developers of new residential, commercial, and industrial developments. Development impact fees are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of the costs for the construction, modernization, or reconstruction of school facilities. Subsequent legislation has modified the fee structure and general guidelines. In 1987, the provisions of AB 2926 have been expanded and revised by AB 1600, which limits the ability of a school district to levy School Fees unless (i) there is a need for the School Fee revenues generated, and (ii) there is a nexus or relationship between the need for School Fee revenues and the type of development project on which the School Fee is imposed. (The requirements of AB 1600 were clarified with the passage in 2006 of AB 2751, which codifies the findings of *Shapell Industries v. Milpitas Unified School District*.)

**Senate Bill 50 and California Education Code Section 17620.** Senate Bill (SB) 50, the Leroy F. Greene School Facilities Act of 1998, was signed into law on August 27, 1998. It is a program for funding school facilities largely based on matching funds. The approval of Proposition 1A authorized funds for SB 50 in the amount of \$9.2 billion, including grants for construction of new schools and modernization of existing schools. The new construction grant provides funding on a 50/50 State and local match basis. The modernization grant provides funding on a 60/40 State and local match basis. Districts that are unable to provide some or all of the local match requirements and are able to meet financial hardship provisions may be eligible for additional State funding.<sup>10</sup> SB 50 (codified as California Education Code Section 17620) allows school districts to levy a fee, charge, dedication, or other requirement against any development project within its boundaries for the purpose of funding the construction or reconstruction of school facilities. The maximum fee amount that school districts can assess is limited by statutes provided in California Government Code Section 65995.

The payment of these fees by a developer serves to mitigate all potential impacts on school facilities that may result from implementation of a project to levels that are less than significant (see California Government Code Section 65996). Stated another way, the provisions of SB 50 provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in the

<sup>10</sup> State of California. State Allocation Board. Office of Public School Construction, School Facility Program Handbook. April 2007. [http://www.bestfacilities.org/best-home/docuploads/pub/116\\_SchoolFacilityProgramHandbook\\_CA.pdf](http://www.bestfacilities.org/best-home/docuploads/pub/116_SchoolFacilityProgramHandbook_CA.pdf). Accessed August 2, 2022.

California Environmental Quality Act (CEQA) or other State or local laws. The California Department of Education permits local school districts to increase facility fees subject to Department of Education review and with approval of a nexus study from the school district that demonstrates that costs incurred by the school district for the provision of school facilities and services are higher than Level 1 funding provides. In such an instance, a nexus must be demonstrated in the study between the increase proposed by the local school district and the actual cost of provision of school facilities and services.

**California Building Code Title 24.** Title 24 of the California Code of Regulations, also known as the California Building Code (CBC or Title 24), contains the design standards that govern the construction of buildings in California to “safeguard life or limb, health, property, and public welfare by regulation and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures and certain equipment.” The 2019 Edition of the CBC contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. The Triennial 2019 CBC edition became effective January 1, 2020, and is composed of 12 parts. Part 2 of the CBC outlines building design and construction requirements relating to fire, life safety, and structural safety.

**California Fire Code.** The California Fire Code (CFC) includes regulations for emergency planning, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Several fire safety requirements include installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

**Office of Emergency Services.** The State of California passed legislation authorizing the Office of Emergency Services to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Noncompliance with SEMS could result in the State withholding disaster relief from the noncomplying jurisdiction in the event of an emergency disaster.

**Quimby Act of 1975.** The Quimby Act (California Government Code Section 66477) allows the legislative body of a city or county to require by ordinance the dedication of land, the payment of an in-lieu park fee, or a combination thereof, for the approval for a final tract or parcel map. In cases where such dedication or park fee is not obtained through a map, they may be imposed when building permits are issued. The following conditions must be met to comply with the Quimby Act:

- The city or county ordinance must include definitive standards for determining the proportion of a subdivision to be dedicated and the amount of any fee to be paid in lieu thereof.

The legislative body must adopt a general plan containing a recreation element, and any proposed park or recreational facility must be consistent with the principles and standards established in the element.

#### 4.15.4.3 Regional Regulations

There are no regional policies or regulations related to public services applicable to the Project.

#### 4.15.4.4 Local Regulations

**City of Menifee General Plan.** The City of Menifee General Plan includes the following applicable Elements: Safety, Community Design, Open Space and Conservation, and Land Use. These elements incorporate policies to achieve a better-balanced, well-planned community for residents living in Menifee.

- **Safety Element – Fire Hazards**

- **Policy S-4.1:** Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire. Ensure all new development and/or redevelopment in the Local Responsibility Area (LRA) and Very High Fire Hazard Severity Zone (VHFHSZ) will comply with the California Fire Code (CFD) and California Building Code (CBC). All new development within the LRA Very High Fire zone will comply with Chapter 49 of the California Fire Code and Chapter 7A of the California Building Code.
- **Policy S-4.2:** Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City. The City will continue to coordinate with the Riverside County Fire Department, for interagency coordination, to respond to emergency calls in Menifee and to provide training and ongoing programs for public education.
- **Policy S-4.4:** Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.
- **Policy S-4.8:** When feasible locate new essential public facilities outside of high fire risk areas, including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities, or identifying construction methods or other methods to minimize damage if these facilities are located in a state responsibility area or VHFHSZ.
- **Policy S-4.10:** Ensure all new residential development as well as new development and redevelopment within the LRA and VHFHSZ will comply with the most current version of the California Building Codes and California Fire Code.
- **Policy S-4.14:** All new parcel maps and tentative maps in the LRA, State Responsibility Area (SRA), and VHFHSZ shall provide two points of access to the project in conformance with the California Building Code and California Fire Code and CA GC 65302 (g)(5). Approval of parcel maps and tentative maps in LRAs, SRAs or VHFHSZs is conditional based on meeting the SRA Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access. (See Gov Code, 66474.02.).

- **Policy S-4.17:** The City should ensure that all new development has adequate water, sewer, and fire protection consistent with the most current California Building Code and California Fire Code and will comply with the Board of Forestry and Fire Protection Fire Safe Regulations.
- **Community Design Element – Design Quality**
  - **Policy CD-3.9:** Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.
- **Open Space and Conservation Element – Parks and Recreation**
  - **Policy OSC 1.1:** Provide parks and recreational programs to meet the varied needs of community residents, including children, youth, adults, seniors, and persons with disabilities, and make these facilities and services easily accessible and affordable to all users.
  - **Policy OSC-1.2:** Require a minimum of 5 acres of public open space to be provided for every 1,000 city residents.
  - **Policy OSC-1.3:** Locate and distribute parks and recreational facilities throughout the community so that most residents are within walking distance (1-half mile) of a public open space.
  - **Policy OSC-1.5:** Make parks as safe as possible by promoting the latest developments in facility design and equipment technology.
  - **Policy OSC-1.7:** Ensure that parks and recreational facilities are well-maintained by the responsible agency.
- **Land Use – General Land Use**
  - **LU-1.7:** Ensure neighborhood amenities and public facilities (natural open space areas, parks, libraries, schools, trails, etc.) are distributed equitably throughout the city.

**City of Menifee Municipal Code.** The City of Menifee Municipal Code identifies land use categories, development standards, and other general provisions that ensure consistency between the City’s general plan and proposed development projects. The following provisions address fire, parks, and development impact fees.

- **Chapter 8.20 (Fire Code):** The California Fire Code is adopted and amended by the City and shall apply to the City of Menifee.
- **Chapter 7.75 (Parkland Dedication and Fees):** Describes the general provisions including the required amount of parkland per number of residents, rules for in-lieu fees, and conditions of approval.

- **Chapter 8.03 (Park and Recreation Mitigation Fees for Residential Development Not Requiring a Tentative Map or Parcel Map):** Describes the general provisions including the required amount of parkland per number of residents, rules for in-lieu fees, and conditions of approval for residential projects that do not require a tentative map or parcel map (e.g. apartment complexes).
- **Chapter 8.02 (Development Impact Fees):** Defines development impact fee requirements.

#### 4.15.5 Thresholds of Significance

The thresholds for public services impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines* and the City's *Initial Study/Environmental Checklist*. The Project may be deemed to have a significant impact with respect to public services if it would:

- Threshold 4.15-1:** 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 fire protection?
- Threshold 4.15-2:** 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 police protection?
- Threshold 4.15-3:** 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 or other performance objectives for schools?
- Threshold 4.15-4:** 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 or other performance objectives for parks?
- Threshold 4.15-5:** 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 or other performance objectives for other public facilities?

#### 4.15.6 Project Impacts

This section provides impact analysis of the Project as it relates to fire, police, public schools, park, and libraries services.

##### 4.15.6.1 Fire Protection

**Threshold 4.15-1:** **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 fire protection?**

Impacts on fire protection services are considered significant if an increase in population or building area would result in inadequate response times or other performance objectives for fire protection and/or increased demand for services that would require construction of new fire protection facilities. The following analyzes construction and operational-related impacts to fire protection services that could occur with implementation of the Project.

##### **On-Site Improvements.**

**Construction.** Construction activities have the potential to affect fire protection services, such as emergency vehicle response times, by potentially requiring circulation detours, road closures, and lane closures during off-site improvements around the Project site. As described in **Section 4.17** of this EIR, consistent with standard City conditions of approval, a Construction Traffic Management Plan (CTMP) will be prepared for the Project pursuant to **RCM TRA-1** to ensure that emergency vehicles and emergency service providers (i.e., fire department personnel) know of any detours or road closures caused by the Project and to plan for adequate navigation to the Project site. Traffic management personnel (flag persons), required as part of the CTMP, would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. If a partial street closure is required, notice would be provided to the RCFD, and flag persons would be used to facilitate the traffic flow until construction is complete. Compliance with **RCM TRA-1** would ensure impacts related to emergency access during Project construction would be **less than significant**. No mitigation is required.

Construction associated with the Project could also increase the potential for accidental on-site fires from the operation of construction equipment, the use of flammable construction materials, and sparking during the removal of existing on-site vegetation. As required by the California Occupational Safety and Health Administration (CAL-OSHA) and Fire and Building Code requirements, the construction contractor would be required to carefully store flammable materials in appropriate containers during Project construction, use construction equipment with spark arrestors, and immediately and completely clean up spills of flammable materials when they occur. In addition, the construction contractor and construction personnel would be trained in emergency response, and fire suppression equipment specific to the construction site would be available and maintained on site for the duration of the construction period. Adherence to existing laws would ensure that the Project would not have a significant

construction impact related to fire protection service from RCFD. As such, construction-related impacts to fire protection would be minimized and the provision of and/or need for new or physically altered governmental facilities (the construction of which could cause significant environmental impacts) would not be required. Impacts would be *less than significant*, and no mitigation measures are required.

**Operation.** Implementation of the proposed Project permits up to 1,718 single-family and multifamily residential homes and residential neighborhood amenities on 202.3 acres, 44.5 acres of parks, open space, and recreation area, 120,000 square feet of public facility use on 5.8 acres, 4,360,000 square feet of business park use on 215.5 acres, 1,150,000 square feet of commercial business park use on 47.7 acres, 560,000 square feet of commercial use on 42.6 acres, and 32.4 acres of public road dedication/circulation.

Development of the Project would incrementally increase the demand for fire protection services through generation of 5,220 residents and 6,225 employees within the RCFD service area. However, as detailed in **Section 3.2**, the proposed Project would transfer 1,718 of the approved number of residential units from Menifee Valley Ranch Specific Plan No. 301 to the Project site. Therefore, the proposed residential uses are consistent with the City's planned growth on the Project site in its General Plan and is accounted for in the projected need for fire service as the City is built out.

Additionally, through the execution of mutual aid agreements maintained with neighboring jurisdictions, the City would have the additional firefighting support of nearby fire departments and districts to provide assistance during major emergencies on the Project site.

The proposed Project would be designed in compliance with the current California Fire Code as adopted by the City of Menifee through Municipal Code Chapter 8.20. The California Fire Code provides guidelines on fire hydrant size and outlet locations, building sprinkler system requirements, fire water flow requirements, building fire load occupancy requirements, vegetative clearance requirements around buildings, fire resistant construction materials, and adequate circulation clearance for fire apparatus. Additionally, pursuant to Chapter 8.02 of the Menifee Municipal Code, as a condition of the Project specified below in **RCM PS-1**, the Project Applicant would be required to pay its fair share of current Fire Protection Facilities Development Impact Fees (DIFs) to the City of Menifee. The DIFs paid to the RCFD would increase the capital funding available to develop new fire stations as needed to facilitate adequate service by the RCFD.

Prior to approval of final building permits, the City of Menifee and RCFD representatives would review the Project plans to ensure that development on the site would occur in compliance with the California Fire Code and Municipal Code Chapter 8.20. With payment of the DIFs and development of the proposed Project in compliance with the applicable regulations, the Project would not preclude existing fire stations from meeting the increased incremental demand for fire protection services in addition to RCFD's existing service capacity.

The City is in the process of preparing a Fire Strategic Plan using the National Fire Protection Association (NFPA) 1710 Standard<sup>11</sup> to establish the City standards for fire protection service response times in the City. Since the City of Menifee has a population of more than 1,000 people per square mile, the response time standard would be 4 minutes. However, several areas of the City, including the project site, are currently located outside the 4-minute response time limits due to existing deficiencies in the number of fire stations and personnel, resulting in large areas of service gaps within the City and surrounding areas. The City is currently coordinating with RCFD and CAL FIRE to identify potential sites to locate new fire stations in order to reduce existing service gaps in the City.

The Project incorporates an offer of dedication to the City for an approximately 5.8-acre site as a potential future site for an additional fire station or other public safety facility, should an additional facility be needed in the future. The City has not decided whether to accept this offer of dedication and has no specific plans at this time for building a public safety station. Should the City decide to accept the offer of dedication, plans for the 5.8-acre site would include the building of a public safety station, which would likely result in the Project site being within a 4 minute response time area. However, at this time it would be speculative to evaluate the potential environmental impacts of constructing any such facility in this EIR. Any future construction of new or expansion of existing fire protection facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated at the time such development actions are proposed to or by the City.

The proposed Project, therefore, would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance standards. Impacts would be ***less than significant***, and mitigation is not required.

**Significance Determination Prior to Mitigation:** Less Than Significant.

**Regulatory Compliance Measures and Mitigation Measures:** There are no mitigation measures required for the proposed Project pertaining to fire protection services. Regulatory Compliance Measures (**RCMs**) **PS-1** and **TRA-1**, identified below are required by state law as part of the Project and are not considered mitigation measures.

**RCM PS-1** Prior to the issuance of building permits by the City of Menifee, the most current Fire Protection Facilities Development Impact Fee for commercial and business park development shall be paid by the developer as calculated by the City. The building permits shall be issued by the City after proof of the appropriate Fire Protection Facilities Development Impact Fee is paid.

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<sup>11</sup> Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments.

Prior to the certificate of occupancy permits by the City of Menifee, the most current Fire Protection Facilities Development Impact Fee for residential development as calculated by the City shall be paid by the developer. The occupancy permits shall be issued by the City after proof of the appropriate Fire Protection Facilities Development Impact Fee is paid.

**RCM TRA-1 Construction Traffic Management Plan.** Prior to commencement of grading activities, the construction contractor shall prepare a Construction Traffic Management Plan (CTMP) to the satisfaction of the City of Menifee and shall ensure that the plan is implemented during construction with the goal of maintaining safety and adequate traffic operations to roadways affected by construction traffic. The CTMP shall be consistent with the *California Temporary Traffic Control Handbook (CATTCH)* (previously known as the California Joint Utility Traffic Control Manual). At a minimum, the CTMP shall include, but not be limited to, the following:

- Provisions for temporary traffic control to improve traffic flow on public roadways and ensure the safe access into and out of the site (e.g., warning signs, lights and devices, and flag personnel);
- Prohibiting construction-related vehicles from parking on public streets;
- Providing safety precautions for pedestrians, equestrians, and bicyclists through such measures as alternate routing and protection barriers;
- Obtaining the required permits for truck haul routes from the City of Menifee and/or the California Department of Transportation (Caltrans);
- Maintaining unobstructed emergency access to the project site and adjacent areas during all phases of construction. Flag personnel shall be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access.

**Significance Determination After Mitigation:** Less Than Significant.

**Off-Site Improvements.** Implementation of the Project would result in physical disturbance to up to 59.0 acres for the installation of off-site improvements including roadway improvements to existing roadways (e.g. Menifee Road, SR-74, and Briggs Road), utility connections (e.g. water, sewer, stormwater, electricity, internet, and natural gas), landscaping, and construction of a non-vehicular bridge to connect the Specific Plan site to the Heritage Lake community to the south. The widening of Briggs Road, Menifee Road, and SR-74 roadways would be in conformance with the City's General Plan Circulation Element.

**Construction.** Construction activities have the potential to affect fire protection services, such as emergency vehicle response times, by potentially requiring circulation detours, road closures, and lane closures during off-site improvements. As described in **Section 4.17** of this EIR, consistent with standard City conditions of approval, a CTMP will be prepared for the Project

pursuant to **RCM TRA-1** to ensure that emergency vehicles and emergency service providers (i.e., fire department personnel) know of any detours or road closures caused by the off-site improvements and to plan for adequate navigation to off-site improvement areas. Traffic management personnel (flag persons), required as part of the CTMP, would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. If a partial street closure is required, notice would be provided to the RCFD, and flag persons would be used to facilitate the traffic flow until construction is complete. Compliance with **RCM TRA-1** would ensure impacts related to emergency access during construction of off-site improvements would be **less than significant**, and no mitigation is required.

**Operation.** The operation of the off-site improvements does not include land uses that would increase population or structures within the RCFD service area. Therefore, off-site improvements would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance standards. Impacts would be **less than significant**, and mitigation is not required.

**Off-Site Roadway Improvements.** Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road). These roadway improvements were identified in the General Plan Circulation Element and included in the Final General Plan Environmental Impact Report (EIR) certified by the City on December 18, 2013 (Certified 2013 EIR).

**Construction.** Construction activities have the potential to affect fire protection services, such as emergency vehicle response times, by potentially requiring circulation detours, road closures, and lane closures during off-site improvements. Similar to the off-site improvements within Menifee Road, SR-74, and Briggs Road, compliance with **RCM TRA-1** would ensure impacts related to emergency access during construction of off-site improvements would be **less than significant**, and no mitigation is required.

**Operation.** The operation of the off-site improvements does not include land uses that would increase population or structures within the RCFD service area. Therefore, off-site improvements would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance standards. Impacts would be **less than significant**, and mitigation is not required.

**Significance Determination Prior to Mitigation:** Less Than Significant.

**Regulatory Compliance Measures and Mitigation Measures:** There are no mitigation measures required for the proposed Project pertaining to fire protection services for off-site improvements. **RCM TRA-1** identified above is required by state law as part of the Project and is not considered a mitigation measure.

**Significance Determination After Mitigation:** Less Than Significant.

#### 4.15.6.2 Police Protection

**Threshold 4.15-2:** **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 police protection?**

As discussed above, under existing conditions, pertaining to law enforcement services, the Project site is served by the MPD. The following analysis considers the potential impacts of the Project on law enforcement services in the city.

#### **On-Site Improvements.**

**Construction.** Construction activities have the potential to affect law enforcement services, such as emergency vehicle response times, by potentially requiring circulation detours, road closures, and lane closures during off-site improvements around the site. As described in **Section 4.17** of this EIR, consistent with standard City conditions of approval, a CTMP will be prepared for the Project pursuant to **RCM TRA-1** to ensure that emergency vehicles and emergency service providers (i.e., law enforcement personnel) know of any detours or road closures and plan for adequate navigation to the Project site. Traffic management personnel (flag persons), required as part of the CTMP, would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with law enforcement vehicle access. If a partial street closure is required, notice would be provided to the MPD, and flag persons would be used to facilitate the traffic flow until construction is complete.

Construction activities on project sites have the potential to attract criminals due to construction equipment being left on site, vehicles with gasoline and diesel fuel left on site, and unsecured construction materials. To minimize criminal trespassing, the Project site (construction areas) would be fenced and, during non-construction hours, access points would be locked. Construction equipment would be stored in well-lit areas, and smaller equipment would be secured to reduce absconding from trespassers. Patrols by the MPD would increase during non-construction hours; however, such increases would be nominal and would be in existing patrol areas of the MPD.

Overall, steps would be taken during Project construction activities to reduce calls for service from the MPD negating the necessity to build a new police station or expand existing MPD stations in the city. Additionally, compliance with **RCM TRA-1** would ensure that emergency

vehicle response times would not be substantially affected during Project construction. Impacts related to law enforcement service during Project construction would be *less than significant*, and no mitigation measures are required.

**Operation.** The proposed Project could increase law enforcement calls for service to the site, as it would be developed on vacant land. The proposed Project would implement Crime Prevention through Environmental Design (CPTED) techniques that would discourage and or reduce crime from occurring on site. Such CPTED techniques would include, but not be limited to, surface drive aisle lighting, building façade lighting, low-lying landscaping designed to minimize opportunities for concealment, continued maintenance activities on the site, deadbolts/locks on building exterior doors, and perimeter retaining walls and/or fences.

An incremental increase in law enforcement calls to the Project site could occur; however, such calls would be consistent to the types of calls the MDP responds to at similar residential and commercial developments in the city. Additionally, the Project site is surrounded by existing development and therefore is located in an area of the city already patrolled by the MDP. As detailed in response to **Section 4.14.6.1**, implementation of the proposed Project is consistent with planned growth within the city and would not induce substantial population growth in the city or region. Therefore, the Project's increase in demand of new or expanded police services would be negligible. Additionally, through the execution of mutual aid agreements maintained with neighboring jurisdictions, the City would have additional police services to provide assistance during major emergencies.

Pursuant to Chapter 8.02 (Development Impact Fees) of the Menifée Municipal Code, as a condition of the Project specified below in **RCM PS-2**, the Project Applicant would pay fees to be used for capital improvements to the MDP when required. The City monitors police staffing levels as part of the annual budgeting process to ensure that adequate police protection can continue even after new development projects are approved and constructed. Therefore, projections made by the MDP and the City ensure that adequate police protection will be maintained as development of the Project occurs.

Any future construction of new or expansion of existing police protection facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated at the time such development actions are proposed to or by the City. Since the Project would result in a negligible increase in city population, the Project would not degrade the MDP's performance to the point that a new facility or expansion of an existing facility, the construction of which could cause significant environmental impacts, would be needed. Impacts would be *less than significant*, and mitigation is not required.

**Significance Determination Prior to Mitigation:** Less Than Significant.

**Regulatory Compliance Measures and Mitigation Measures:** There are no mitigation measures required for the proposed Project pertaining to police protection services. **RCMs PS-2**, identified below, and **TRA-1**, identified above are required by state law as part of the Project and are not considered mitigation measures.

**RCM PS-2** Prior to the issuance of building permits by the City of Menifee, the most current Police Facilities Development Impact Fee for commercial and business park development shall be paid by the developer as calculated by the City. The building permits shall be issued by the City after proof of the appropriate Police Facilities Development Impact Fee is paid.

Prior to the certificate of occupancy permits by the City of Menifee, the most current Police Facilities Development Impact Fee for residential development as calculated by the City shall be paid by the developer. The occupancy permits shall be issued by the City after proof of the appropriate Police Facilities Development Impact Fee is paid.

**Significance Determination After Mitigation:** Less Than Significant.

**Off-Site Improvements.** Implementation of the Project would result in physical disturbance to up to 59.0 acres for the installation of off-site improvements including roadway improvements to existing roadways (e.g. Menifee Road, SR-74, and Briggs Road), utility connections (e.g. water, sewer, stormwater, electricity, internet, and natural gas), landscaping, and construction of a non-vehicular bridge to connect the Specific Plan site to the Heritage Lake community to the south. The widening of these existing roadways would be in conformance with the City's General Plan Circulation Element.

**Construction.** Construction activities have the potential to affect law enforcement services, such as emergency vehicle response times, by potentially requiring circulation detours, road closures, and lane closures during off-site improvements. As described in **Section 4.17** of this EIR, consistent with standard City conditions of approval, a CTMP will be prepared for the off-site improvement areas pursuant to **RCM TRA-1** to ensure that emergency vehicles and emergency service providers (i.e., law enforcement personnel) know of any detours or road closures and plan for adequate navigation to off-site improvement areas. Traffic management personnel (flag persons), required as part of the CTMP, would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with law enforcement vehicle access. If a partial street closure is required, notice would be provided to the MPD, and flag persons would be used to facilitate the traffic flow until construction is complete. Therefore, potential impacts related to law enforcement service during construction of off-site improvements would be **less than significant**, and no mitigation measures are required.

**Operation.** Off-site improvements include the widening of existing roadways, roadway connections with Specific Plan roadways, undergrounding of utility lines, and construction of a pedestrian bridge. Therefore, operation of off-site improvements would have a **less than significant impact** on law enforcement service because police activity from traffic accidents on these existing roadways would be similar to existing conditions and is not expected to increase as a result of widening the roadways, undergrounding utilities, or from the pedestrian bridge. No mitigation measures would be required.

**Off-Site Roadway Improvements.** Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road). These roadway improvements were identified in the General Plan Circulation Element and included in the Certified 2013 EIR.

**Construction.** Construction activities have the potential to affect police services, such as emergency vehicle response times, by potentially requiring circulation detours, road closures, and lane closures during off-site improvements. Similar to the off-site improvements within Menifee Road, SR-74, and Briggs Road, compliance with **RCM TRA-1** would ensure impacts related to law enforcement service during construction of off-site improvements would be *less than significant*, and no mitigation measures are required.

**Operation.** Off-site roadway improvements would include the widening and improvement of existing roadways and roadway connections. Therefore, operation of off-site improvements would have a *less than significant impact* on law enforcement service because police activity from traffic accidents on these existing roadways would be similar to existing conditions and is not expected to increase as a result of the roadway improvements. No mitigation measures would be required.

**Significance Determination Prior to Mitigation:** Less Than Significant.

**Regulatory Compliance Measures and Mitigation Measures:** There are no mitigation measures required for the proposed Project pertaining to police protection services for off-site improvements. **RCM TRA-1**, identified above is required by state law as part of the Project and is not considered a mitigation measure.

**Significance Determination After Mitigation:** Less Than Significant.

#### 4.15.6.3 Schools

**Threshold 4.15-3:** **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 or other performance objectives for schools?**

The Project site is located in the Romoland School District and Perris Union High School District. As discussed above in **Section 4.15.3.3**, elementary and middle school (K-8) education is provided to the Project site by the Romoland School District, and ninth through twelfth grade education is provided to the Project site by the Perris Union High School District (PUHSD). The Romoland School

District had a 2021–2022 school year enrollment of 4,295 students (in 4 schools), and the PUHSD had a 2021–2022 school year enrollment of 11,342 students (in 10 schools).<sup>12,13</sup>

**On-Site Improvements.** Schools closest to the Project site include Boulder Ridge Elementary School located at 27327 Junipero Road in Menifee (approximately 1.7 miles southwest of the Project site), Ethan A. Chase Middle School located at 28100 Calm Horizon Drive in Menifee (approximately 2.1 miles west of the Project site), and Heritage High School located at 26001 Briggs Road in Menifee (located east-adjacent to the Project site’s northeast boundary). Boulder Ridge Elementary School had a 2021–2022 enrollment of 729 students. Ethan A. Chase Middle School had a 2021–2022 enrollment of 1,378 students. Heritage High School had a 2021–2022 enrollment of 2,667 students.

The proposed Project would include the development of up to 1,718 single-family and multifamily residential units. However, it should be noted that these residential units were previously accounted for in SP 301, and they do not represent additional new housing units in the City. Using a rate of 3.12 persons per single-family residential household and 2.48 persons per multifamily household,<sup>14</sup> the proposed single-family and multifamily residential units are expected to add up to approximately 5,220 residents to the city’s existing population.<sup>15</sup> Children residing within -Project site would attend school in the Romoland School District and Perris Union High School District. It is anticipated that students generated by the proposed Project would attend Boulder Ridge Elementary School, Ethan A. Chase Middle School, and Heritage High School, as these three schools are the closest schools to the Project site.

**Table 4.15.A: Student Generation Rates** identifies the number of potential students residing on-site that may attend existing schools in the project area.

<sup>12</sup> California Department of Education. Data Quest, 2021–2022 Enrollment by Grade Romoland Elementary Report. Website: <https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=3367231&aggllevel=district&year=2021-22&ro=y>. Accessed August 1, 2022.

<sup>13</sup> California Department of Education. Data Quest, 2021–2022 Enrollment by Grade Perris Union High Report. Website: <https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=3367207&aggllevel=district&year=2021-22&ro=y>. Accessed August 1, 2022.

<sup>14</sup> United States Census Bureau. 2019. 2015-2019 5-Year Estimates. Table DP02. <https://data.census.gov/cedsci/table?q=persons%20per%20household&t=Family%20Size%20and%20Type%3AHousehold%20and%20Family&g=1600000US0646842&tid=ACSDP1Y2019.DP02&moe=false>. Accessed August 3, 2022.

<sup>15</sup> 87.2 percent of residential development is single-family; 12.8 percent of residential development is multifamily (per the MVSP).  
87.2% \* 1,718 = 1,498 single-family units; 12.8% \* 1,718 = 220 multifamily units  
3.12 persons per unit \* 1,498 units = 4,674 persons (single-family households); 2.48 persons per unit \* 220 units = 546 persons (multifamily households)  
4,674 + 546 = 5,220 persons

**Table 4.15.A: Student Generation Rates and Estimated Student Population**

Project Component	Elementary School		Middle School		High School	
	Student Generation Rate (per unit)	Total Students	Student Generation Rate (per unit)	Total Students	Student Generation Rate (per unit)	Total Students
1,498 Single-Family Detached Units	0.3119	468	0.1525	229	0.1317	198
220 Multifamily Attached Units	0.1703	38	0.0795	18	0.0940	21
<b>Total</b>	--	<b>506</b>	--	<b>247</b>	--	<b>219</b>

Source: City of Menifee. *General Plan Draft Environmental Impact Report. State Clearinghouse #2012071033*. Chapter 5 Environmental Analysis. Tables 5.14-5 and 5.14-6. September 2013.

Based on the generation rates identified above in **Table 4.15.A**, a student population of up to 506 elementary school students, 247 middle school students, and 219 high school students may result from development of the proposed on-site residential uses. As discussed in **Section 3.2**, the Project is consistent with the residential growth projections of the City and region. As the number of residential uses have previously been included in existing SP 301, any student population resulting from the Proposed Project have already been accounted for in the school districts’ enrollment projections. In addition, some students that may reside on-site may already reside in the city and may already attend schools within Romoland School District and PUHSD.

California Government Code (Section 65995[b]) establishes the base amount of allowable developer fees imposed by school districts. These base amounts are commonly referred to as “Level 1 fees” and are subject to inflation adjustment every 2 years. School districts are placed into a specific “level” based on school impact fee amounts that are imposed on the development. With the adoption of Senate Bill 50 and Proposition 1A in 1998, schools meeting certain criteria can now adopt Level 2 and 3 developer fees. The amount of fees that can be charged over the Level 1 amount is determined by the district’s total facilities needs and the availability of State matching funds. If there is State facility funding available, districts are able to charge fees equal to 50 percent of their total facility costs, termed “Level 2” fees. If, however, there are no State funds available, “Level 3” fees may be imposed for the full cost of their facility needs.<sup>16</sup>

California Government Code (Section 65995[b]) establishes the base amount of allowable developer fees imposed by school districts. Per California Government Code, “The payment or satisfaction of a fee, charge, or other requirement levied or imposed ... are hereby deemed to be full and complete mitigation of the impacts ... on the provision of adequate school facilities.” The Project would be required to pay these development fees in accordance with Government Code 65995 and Education Code 17620. As such, payment of school impact fees by the Project Applicant, as required by **RCM PS-3**, would be considered adequate mitigation pertaining to potential impacts to schools.

<sup>16</sup> California State Legislature, Legislative Analyst’s Office. An Evaluation of the School Facility Fee Affordable Housing Assistance Programs. January 2001. Website: [http://www.lao.ca.gov/2001/011701\\_school\\_facility\\_fee.html](http://www.lao.ca.gov/2001/011701_school_facility_fee.html) (accessed August 2, 2022).

The Project incorporates an offer of dedication to the City for an approximately 15.5-acre site as a potential future site for an elementary school, should the Romoland School District decide an additional elementary is needed in the future. The Romoland School District has not decided whether to accept this offer of dedication and has no specific plans at this time for building an elementary school; therefore, at this time, the Project does not include the construction or expansion of any school facility. It would be speculative to evaluate the potential environmental impacts of constructing any such facility in this EIR.<sup>17</sup> Any future new school facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated at the time such development actions are proposed to the City by the Romoland School District.

The proposed Project, therefore, would not result in substantial adverse physical impacts associated with the provision of new or physically altered education facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance standards. With payment of Development Impact Fees to the Romoland School District and the PUHSD through implementation of **RCM PS-3**, impacts to the Romoland School District and the PUHSD and its schools from the Project would be *less than significant*, and no mitigation measures are required.

**Significance Determination Prior to Mitigation:** Less Than Significant.

**Regulatory Compliance Measures and Mitigation Measures:** There are no mitigation measures required for the proposed Project pertaining to school services. **RCM PS-3**, identified below is required by state law as part of the Project and is not considered a mitigation measure.

**RCM PS-3** Prior to the issuance of building permits by the City of Menifee, the most current School Development Impact Fee to the Romoland School District and the PUHSD for residential, commercial, and business park development as applicable shall be paid by the developer. The building permits shall be issued by the City after proof that the appropriate School Development Fees to the Romoland School District and the PUHSD are paid.

**Significance Determination After Mitigation:** Less Than Significant.

**Off-Site Improvements.** Implementation of the Project would result in physical disturbance to up to 59.0 acres for the installation of off-site improvements including roadway improvements to existing roadways (e.g. Menifee Road, SR-74, and Briggs Road), utility connections (e.g. water, sewer, stormwater, electricity, internet, and natural gas), landscaping, and construction of a non-vehicular

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<sup>17</sup> Note: The Traffic Study (Appendix K-1) prepared for the Project included school-generated traffic in the trip generation and ADT volumes to provide a conservative analysis of traffic generated by the Project. Air Quality and Noise modeling prepared for the Project uses the Traffic Study's trip generation and ADT volumes, respectively. Therefore, school-generated traffic data are accounted for in the Air Quality, Noise, and Traffic sections of this EIR.

bridge to connect the Specific Plan site to the Heritage Lake community to the south. The widening of existing roadways would be in conformance with the City's General Plan Circulation Element.

**Construction.** Construction of the off-site improvements would have **no impact** on operation or enrollment of additional students in the Romoland or PUHSD District schools. Therefore, no mitigation is required.

**Operation.** The operation of the off-site improvements does not include land uses that would generate a school age population. Therefore, the off-site improvements have **no impact** on schools, and no mitigation is required.

**Off-Site Roadway Improvements.** Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road). These roadway improvements were identified in the General Plan Circulation Element and included in the Certified 2013 EIR.

**Construction.** Construction of the off-site improvements would have **no impact** on operation or enrollment of additional students in the Romoland or PUHSD District schools. Therefore, no mitigation is required.

**Operation.** The operation of the off-site improvements does not include land uses that would generate a school age population. Therefore, the off-site improvements have **no impact** on schools, and no mitigation is required.

**Significance Determination Prior to Mitigation:** No Impact.

**Regulatory Compliance Measures and Mitigation Measures:** No Regulatory Compliance or Mitigation Measures are required.

**Significance Determination After Mitigation:** No Impact.

#### 4.15.6.4 Parks

**Threshold 4.15-4: 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 or other performance objectives for parks?**

Parks in Menifee are owned, operated, and maintained by either the City or the Valley-Wide Recreation and Park District. The City of Menifee currently operates 15 parks within the city totaling approximately 78.02 acres, and the Valley-Wide Recreation and Park District currently operates 22 parks within the city totaling 119.36 acres. As such, the City of Menifee currently has an inventory of

parks totaling 197.38 acres.<sup>18</sup> The Menifee General Plan identifies a standard of 5 acres of parkland per 1,000 residents. The closest park to the Project site is Heritage Park, located at 29450 McCall Boulevard, approximately 0.5 mile south of the Project site. The amenities at Heritage Park include two playgrounds/tot lots, two picnic shelters/gazebos, two basketball courts, and one open field. The nearest public recreational facility is the Marion V. Ashley Community Center, located at 25625 Briggs Road, approximately 0.3 mile north of the Project site. The amenities at the Marion V. Ashley Community Center include one classroom, one gymnasium with basketball and volleyball courts, restrooms, one playground/tot lot, one picnic shelter/gazebo, one walking/fitness trail, and two baseball fields.

**On-Site Improvements.** The proposed Project would develop up to 1,718 single-family and multifamily residential units that would include residential neighborhood amenities, including but not limited to a private recreation center, greenbelts, a dog park, and an agriculture-themed business area that could include farm/produce stands, a garden/growing area, and small commercial and noncommercial animal-keeping. The proposed Project would include approximately 44.5 acres of additional open space including a passive open space area to preserve Granite Hill, greenbelts, and a 16.7-acre public sports park with ballfields, an aquatics center, playground equipment, parking, and other associated amenities (see **Figure 4.16-1** in **Section 4.16, Recreation**). All proposed recreation-related facilities would be developed on the Project site and therefore are encompassed in the analysis of this EIR and associated technical studies, and impacts are mitigated as appropriate.

Pursuant to Chapters 7.75 and 8.03 of the City of Menifee Municipal Code, the Applicant of the proposed Project would either have to dedicate parkland as part of the proposed Project or pay impact fees, which would go to capital improvements to City-operated parks within the city. The City of Menifee Parkland Requirement and Chapters 7.75 and 8.03 of the City's Municipal Code require a minimum of 5 acres of public open space for every 1,000 city residents, or pay in-lieu fees instead of or in combination with the dedication of land, so long as the fees are equal to the value of parkland that would otherwise be dedicated. The proposed Project proposes a maximum of 1,718 single-family and multifamily dwelling units. In accordance with the City's Parkland Requirement, this number of units would require parkland dedication of 26.1 acres.<sup>19</sup>

The amount of public parkland proposed by the Project (29.8 acres) would exceed the minimum required under the Municipal Code. Additionally, the open space uses within the proposed Project may potentially alter use of City/Valley-Wide Recreation and Park District-operated parks within the city, as residents of the Project may use the on-site amenities first before going to a nearby park. Should any shortages in parkland dedication be determined by the City upon final park design and the actual number of units built, the Project Applicant would be required to pay development fees pursuant to Chapters 7.75 and 8.03 of the City of Menifee Municipal Code that would be determined by the City and payable by the Project Applicant prior to issuance of building permits, unless otherwise specified through conditions of approval. The development fees would be applied to capital improvement funds that would be used for City park maintenance and new parkland development. The amount of the fee would be equal to the new development's fair share of the

<sup>18</sup> Menifee, City of. Parks, <https://www.cityofmenifee.us/285/Parks>. Accessed July 20, 2022.

<sup>19</sup> 5 ac parkland/1,000 persons \* (4,674 + 546) persons = 26.1 acres parkland.

costs of developing new parks, open space, and recreation facilities, including the acquisition, design, and construction.

The Project is consistent with the planned growth of the city and region and therefore would not generate a substantial increase in population within the city. Accordingly, no negative impact related to the City's adopted goal of 5.0 acres of parkland for every 1,000 residents would result from the proposed development. The increased demand for new or expanded park facilities would be negligible.

Any future construction of new or expansion of existing park facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated at the time such development actions are proposed to or by the City. The City's joint-use agreement facilities, combined with neighboring parks and Project design to 29.8 acres of public parkland, would offset any incremental increase in parkland demand. Impacts are ***less than significant***, and mitigation is not required.

**Significance Determination Prior to Mitigation:** Less Than Significant.

**Regulatory Compliance Measures and Mitigation Measures:** No Regulatory Compliance or Mitigation Measures are required.

**Significance Determination After Mitigation:** Less Than Significant.

**Off-Site Improvements.** Implementation of the Project would result in physical disturbance to up to 59.0 acres for the installation of off-site improvements including roadway improvements to existing roadways (e.g. Menifee Road, SR-74, and Briggs Road), utility connections (e.g. water, sewer, stormwater, electricity, internet, and natural gas), landscaping, and construction of a non-vehicular bridge to connect the Specific Plan site to the Heritage Lake community to the south. The widening of existing roadways would be in conformance with the City's General Plan Circulation Element.

**Construction.** Construction of the off-site improvements would have ***no impact*** on parkland demand in the city. Therefore, no mitigation is required.

**Operation.** The operation of the off-site improvements does not include land uses that would generate population within the city. Therefore, the off-site improvements have ***no impact*** on parkland demand, and no mitigation is required.

**Off-Site Roadway Improvements.** Implementation of the Project would also result in off-site roadway improvements along Matthews Road (Case Road), McCall Boulevard, and McLaughlin Road to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS.

**Construction.** Construction of the off-site roadway improvements would have ***no impact*** on parkland demand in the city. Therefore, no mitigation is required.

**Operation.** The operation of the off-site roadway improvements does not include land uses that would generate population within the city. Therefore, the off-site improvements have **no impact** on parkland demand, and no mitigation is required.

**Significance Determination Prior to Mitigation:** No Impact.

**Regulatory Compliance Measures and Mitigation Measures:** No Regulatory Compliance or Mitigation Measures are required.

**Significance Determination After Mitigation:** No Impact.

#### 4.15.6.5 Other Public Facilities – Libraries

**Threshold 4.15-5:** **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 or other performance objectives for other public facilities?**

**On-Site Improvements.** The Riverside County Library System provides library service to Menifee residents and employees through two branches, including the 10,500-square-foot Sun City Library (26982 Cherry Hills Boulevard, approximately 3.6 miles southwest from the site) and the 20,000-square-foot Menifee Library (28798 La Piedra Road, approximately 4.3 miles south from the site). Development of the proposed Project would also increase demand for libraries. As is the case for fire, police, school, and park facilities, pursuant to Chapter 8.02 (Development Impact Fees) of the Menifee Municipal Code, as a condition of the Project specified below in **RCM PS-4**, the Project Applicant would pay fees used to fund capital costs associated with constructing new public facility structures and purchasing equipment for libraries. Any future construction of new or expansion of existing public facilities, such as libraries, would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated at the time such development actions are proposed to or by the City.

As detailed in **Section 4.14.6.1**, the Project would not induce substantial population growth in the city or region. Any increase in land use or development intensity would be negligible, and no potential cumulative overburdening of other public facilities requiring new or physically altered facilities is expected to occur. Impacts would be **less than significant**, and mitigation is not required.

**Significance Determination Prior to Mitigation:** Less Than Significant

**Regulatory Compliance Measures and Mitigation Measures:** There are no mitigation measures required for the proposed Project pertaining to other public facilities. **RCM PS-4**, identified below is required by state law as part of the Project and is not considered a mitigation measure.

**RCM PS-4** Prior to the issuance of building permits by the City of Menifee, the most current Public Facilities Development Impact Fee for commercial and business park development shall be paid by the developer as calculated by the City. The building

permits shall be issued by the City after proof of the appropriate Public Facilities Development Impact Fee is paid.

Prior to the certificate of occupancy permits by the City of Menifee, the most current Public Facilities Development Impact Fee for residential development as calculated by the City shall be paid by the developer. The occupancy permits shall be issued by the City after proof of the appropriate Public Facilities Development Impact Fee is paid.

**Significance Determination After Mitigation:** Less Than Significant.

**Off-Site Improvements.** Implementation of the Project would result in physical disturbance to up to 59.0 acres for the installation of off-site improvements including roadway improvements to existing roadways (e.g. Menifee Road, SR-74, and Briggs Road), utility connections (e.g. water, sewer, stormwater, electricity, internet, and natural gas), landscaping, and construction of a non-vehicular bridge to connect the Specific Plan site to the Heritage Lake community to the south. The widening of existing roadways would be in conformance with the City's General Plan Circulation Element.

**Construction.** Construction of the off-site improvements would have *no impact* on public facilities, including libraries. Therefore, no mitigation is required.

**Operation.** The operation of the off-site improvements does not include land uses that would generate population within the city. Therefore, the off-site improvements have *no impact* on public facilities, including libraries, and no mitigation is required.

**Off-Site Roadway Improvements.** Implementation of the Project would also result in off-site roadway improvements along Matthews Road (Case Road), McCall Boulevard, and McLaughlin Road to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS.

**Construction.** Construction of the off-site roadway improvements would have *no impact* on public facilities, including libraries. Therefore, no mitigation is required.

**Operation.** The operation of the off-site roadway improvements does not include land uses that would generate population within the city. Therefore, the off-site improvements have *no impact* on public facilities, including libraries, and no mitigation is required.

**Significance Determination Prior to Mitigation:** No Impact.

**Regulatory Compliance Measures and Mitigation Measures:** No Regulatory Compliance or Mitigation Measures are required.

**Significance Determination After Mitigation:** No Impact.

#### 4.15.7 Cumulative Impacts

Cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for public services. The cumulative impact area for each respective public service is identified below.

##### 4.15.7.1 Fire and Police Services

The cumulative areas for fire protection and law enforcement services are the service areas for the respective service providers within the City. The need for new and/or maintenance of existing public services and associated facilities is measured by service area population, or the number of residents and workers within the City's service area, as well as the type and density of development.

As additional development occurs in the City, there may be an overall increase in the demand for fire protection and law enforcement services, including personnel, equipment, and/or facilities. Increases in demand are routinely assessed by these agencies as part of the annual monitoring and budgeting process. The Project would result in the development of uses that are typical of those currently present in the service area for the City's Police Department and RCFD. Additionally, the Project does not include residential uses or structures anticipated to increase service demand disproportionately beyond what is currently planned for by the City's General Plan and previously contemplated for SP 301. Development of commercial and business park uses would increase the number of structures and employees on the Project site beyond what is anticipated by the City's General Plan.

The future construction of new or expansion of existing fire protection and/or police facilities on the Project site or as part of any future projects would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated. Additionally, the Project and related projects within the service areas of the City's Police Department and RCFD would be required to adhere to conditions established by these agencies and would be subject to applicable fees that will contribute to the maintenance of their facilities. With payment of required fees pursuant to **RCMs PS-1 and PS-2**, the Project would **not result in a cumulatively considerable impact** on fire protection and law enforcement services in the City.

##### 4.15.7.2 Schools

The cumulative area for school-related services is the Romoland School District and the Perris Union High School District. These school districts require the payment of development fees to provide for maintenance of existing facilities and the expansion or construction of new facilities. All new development, including the Project, is required to provide school impact fees at the level identified by the school districts. With payment of required fees pursuant to **RCM PS-3**, the Project would **not result in a cumulatively considerable impact** on school services in the Romoland School District or the Perris Union High School District.

##### 4.15.7.3 Parks

The cumulative geographic study area for parks is the City. Implementation of the Project in combination with the related projects in the city would increase the city's population and has the

potential to result in cumulative parkland impacts. However, the amount of public parkland proposed by the Project (29.8 acres) would exceed the minimum required under the Municipal Code (26.1 acres). All proposed recreation-related facilities would be developed on the Project site and therefore encompassed in the analysis of this EIR and associated technical studies, and impacts are mitigated as appropriate. Should any shortages in parkland dedication be determined by the City upon final park design and the actual number of units built, the Project Applicant would be required to pay development fees pursuant to Chapters 7.75 and 8.03 of the City of Menifee Municipal Code that would be determined by the City and payable by the Project Applicant prior to issuance of building permits, unless otherwise specified through conditions of approval. Additionally, any future construction of new or expansion of existing park facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated at the time such development actions are proposed to or by the City. Finally, related projects in the city would be required to demonstrate their level of impact on parkland including paying the appropriate development impact fees. Therefore, when considered in conjunction with past, present, and future projects, the Project would **not result in a cumulatively considerable impact** related to parks.

#### 4.15.7.4 Other Public Facilities

The cumulative area for other public facilities is the service areas within the City. The need for new and/or maintenance of existing public services and associated facilities is measured by service area population, or the number of residents and workers within the City's service area, as well as the type and density of development. The City requires the payment of development fees to provide for maintenance of existing and the expansion or construction of new facilities. The Project and related projects are required to provide DIFs at a level commensurate with the type and size of the development. With the payment of required fees pursuant to **RCM PS-4**, when considered in conjunction with other cumulative development, the Project would **not result in a cumulatively considerable impact** to other public facilities in the City. No mitigation is required.