DRAFT ENVIRONMENTAL IMPACT REPORT
State Clearinghouse Number 2019029123

for

Menifee North Specific Plan 260, Amendment No. 3 (2010-090)

"Palomar Crossings"

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LIST OF COMMONLY USED ABBREVIATIONS AND ACRONYMS

2015 UWMP	EMWD Urban Water Management Plan
2015 RUWMP	MWD Regional Urban Water Management Plan
AAQS	Ambient Air Quality Standards
AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
AC	Acre
ACM	Asbestos Containing Materials
ACOE	U.S. Army Corps of Engineers
ACS	US Census American Community Survey
Act	Alquist-Priolo Earthquake Fault Zoning Act
ADP	Area Drainage Plans
ADT	Average Daily Traffic
AEP	Association of Environmental Professionals
AERMAP	AERMOD Terrain Preprocessor
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
Afu	Undocumented Artificial Fill
AFY	acre-feet per year
AG	Agriculture
AIA	March Air Reserve Base/Inland Port Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AM	Morning
AMSL	Above Mean Sea Level
AOC	Area of Concern
APE	Area of Potential Effect
APN	Assessor's Parcel Number
APs	Area Plans
APS	Alternative Planning Strategy
AQ/GHG	Air Quality/Green House Gas
AQIA	Air Quality Impact Analysis
AQMP	Air Quality Management Plans
AWWA	American Water Works Association
ARB	Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BACMs	Best Available Control Measures
Basin	South Coast Air Basin
BAU	Business-As-Usual
BGS	Below Ground Surface
BMPs	Best Management Practices

BNSF	Burlington Northern Santa Fe
BUOW	Burrowing Owl
CA MUTCD	California Manual on Uniform Traffic Control Devices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention Program
CalEEMod™	California Emissions Estimator Model™
Cal/EPA	California Environmental Protection Agency
CalFire	Riverside County Fire Department
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
Calveno	California Vehicle Noise
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCA	Concrete Culvert Alternative
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CD	Community Development
CDF	California Department of Forestry
CDFW	California Department of Fish and Wildlife
CD:MDR	Community Development: Medium Density Residential
CDOGG	California Division of Oil, Gas and Geothermal Resources
CDPH	California Department of Public Health
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System list
CESA	California Endangered Species Act
CETAP	Community Environmental Transportation Acceptability Program
CFD	Community Facilities District
CFR	Code of Federal Regulations
CH4	Methane
CHHSLs	California Human Health Screening Levels
CHP	California Highway Patrol
CIP	Capital Improvement Program
CIWMP	Countywide Integrated Waste Management Plan

CLUP	Airport Land Use Compatibility Plan
CMA	Congestion Management Agency
CML&C	Concrete-Mortar Lined and Coated
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon
CO2	Carbon Dioxide
CO2e	Carbon Dioxide Equivalent
COA	Conditions of Approval
CPTED	Crime Prevention through Environmental Design
CPUC	California Public Utilities Commission
CRA	Colorado River Aqueduct
CRA	Cultural Resources Assessment
CRDEH	County of Riverside Department of Environmental Health
CSA	County Service Area
CUPA	Certified Unified Program Agency
CWA	Federal Clean Water Act
CY	Cubic Yards
CZ	Change of Zone
dB	Decibel
dBA	A-Weighted Decibel
DBESP	Determination of Biologically Equivalent or Superior Preservation
DEIR	Draft Environmental Impact Report
DIF	Development Impact Fee
DMA	Drainage Management Area
DNL	Day/Night Average Sound Level
DOT	Department of Transportation
Dt	Domino Fine Sandy Loam, Saline-Alkali
DTSC	Department of Toxic Substance Control
DU	Dwelling Units
DU/AC	Dwelling Units Per Acre
Dv	Domino Silt Loam, Saline-Alkali
DWR	Department of Water Resources
E+P	Existing plus Project
EA	Environmental Assessment
EAP	Existing Plus Ambient Growth Plus Project
EAPC	Existing Plus Ambient Growth Plus Project Plus Cumulative
ECC	Emergency Command Center
EDR	Estate Residential
EDR/RR	Estate Density Residential and Rural Residential

EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMSA	Emergency Medical Service Authority
EMWD	Eastern Municipal Water District
EnA	Exeter Sandy Loam, 0 To 2 Percent Slopes
EO	Executive Order
EoB	Exeter Sandy Loam, Slightly Saline-Alkali, 0 To 5 Percent Slopes
EPA	Environmental Protection Agency
EpA	Exeter Sandy Loam, Deep, 0 To 2 Percent Slopes
EPS	Emission Performance Standard
ERCI	Emergency Responses, Complaints and Investigation
ERNS	Emergency Response Notification System
ERRP	Enhanced Recharge and Recovery Program
ESA	Environmental Site Assessment
ETo	evapotranspiration
EwB	Exeter very fine sandy loam, 0 to 5 percent slopes
EyB	Exeter very fine sandy loam, deep, 0 to 5 percent slopes
°F	Fahrenheit
FBFMs	Flood Boundary & Floodway Maps
FDPA	Flood Disaster Protection Act
FEMA	Federal Emergency Management Act
FHBM	Flood Hazard Boundary Map
FHWA	Federal Highway Administration
FIA	Fiscal Impact Analysis
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map
FIS	Flood Insurance Studies
FMMP	Farmland Mapping & Monitoring Program
FPER	Fire Protection and Emergency Response Services
FPPA	Farmland Protection Policy Act
FTA	Federal Transit Administration
FY	fiscal year
GHG	Greenhouse Gas
g/m3	Micrograms Per Cubic Meter
GMZs	Groundwater Management Zones
GPA	General Plan Amendment
gpd/ac	Gallons-Per-Day Per Acre
GPEIR	General Plan Environmental Impact Report
GWP	Global Warming Potential
HCD	Housing and Community Development

HCM	Highway Capacity Manual
HCOC	Hydrologic Conditions of Concern
HCP	Habitat Conservation Plan
HECW	High-Efficiency Clothes Washers
HETs	High-Efficiency Toilets
HFCs	Hydroflourocarbons
VMT	Vehicle Miles Traveled
HPLV	High Pressure Low Volume
HOV	High-Occupancy Vehicle
HOA	Home Owners Association
HQTA	High Quality Transportation Area
HVAC	Heating, Ventilation, And Air Conditioning Units
HV/WAP	Harvest Valley/Winchester Area Plan
HWCL	Hazardous Waste Control Law
Hz	Hertz
IA	Implementing Agreement
IBC	International Building Code
IC/EC	Institutional Controls / Engineering Controls registries
ICLEI	International Council for Local Environmental Initiatives
IGR	Inter-Governmental Review
IPCC	Intergovernmental Panel on Climate Change
IPR	Indirect Potable Reuse
IS	Initial Study
ITE	Institute of Transportation Engineers
JD	Jurisdictional Delineation
JPA	Joint Powers Agreement
kW	Kilowatt
KWh	Kilowatt Hours
LAFCO	Local Agency Formation Commission
LBP	Lead Based Paint
LCC	Land Capability Classification
LDN	Day-Night Average Noise Level
LE	Land Evaluation
LESA	Land Evaluation & Site Assessment
LEQ	Equivalent Sound Level
LF	Linear Feet
LHMWD	Lake Hemet Municipal Water District
LID	Low Impact Development
LLUMC-M	Loma Linda University Medical Center – Murrieta
LOS	Level of Service

LST	Localized Significance Thresholds
MAC	Municipal Advisory Council
March ALUCP	March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
MBTA	Migratory Bird Treaty Act
MELO	Model Efficient Landscape Ordinance
MCL	maximum contaminant level
MD	Medium Density Residential
MDP/ADP	Menifee Valley Master Drainage Plan/Area Drainage Plan
MDR	Medium Density Residential
MFCS	Matthew Fagan Consulting Services
MGD	Million Gallons Per Day
MGPEIR	Murrieta General Plan Environmental Impact Report
MM	Mitigation Measure
MMT	Million Metric Tons
MOU	Memorandum of Understanding
MPH	Miles Per Hour
MPOs	Metropolitan Planning Organizations
MS4	regulated small municipal separate storm sewer system
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MTCO2e	Metric Tons of Carbon Dioxide Equivalent
MUSD	Murrieta Unified School District
MUTCD	Manual on Uniform Traffic Control Devices
MWD	Metropolitan Water District of Southern California
MWh	Megawatt-Hour
N2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Conservation Community Plan
NCHRP	National Cooperative Highway Research Program Report
NDIR	Non-Dispersive Infrared Photometry
NEPA	National Environmental Policy Act
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NEPSSA	Narrow Endemic Plants Survey Area
NEV	Neighborhood Electric Vehicle
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association
NFRAP	No Further Assessment Planned site list
NHPA	National Historic Preservation Act of 1966
NIOSH	National Institute for Occupational Safety and Health
NMTP	Non-Motorized Transportation Plan

NO2	Nitrogen Dioxide
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NO_X	Oxides of Nitrogen
NPA	No Project Alternative
NPDES	National Pollution Discharge Elimination System
NPDWRs	National Primary Drinking Water regulations
NPL	National Priority List
NR	noise reduction
NRCS	Natural Resources Conservation Service
NPMS	National Pipeline Mapping System
NPS	Non-Point Source
O3	Ozone
OAL	Office of Administrative Law
OCP	organochlorine pesticide
OEHHA	Office of Environmental Health Hazard Assessment
OSC-70	Open Space and Conservation Policy 70
OES	Office of Emergency Services
OFM	Office of the County Fire Marshal
OFP	Ozone Forming Potential
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OSHPD	Office of Statewide Health Planning and Development
OS-R	Open Space Recreation
OS-W	Water
Pb	Lead
pc/mi/ln	Passenger Cars Per Mile Per Lane
PDA	Protector del Agua
PEIR	Program EIR
PeMS	Performance Measurement System
PFCs	Perfluorocabons
PHF	peak hour factor
PHS	Preliminary Hydrology Study
PM	Afternoon
PM10	Respirable Particulate Matter
PM2.5	Fine Particulate Matter
POTWs	publicly owned treatment works
Ppb	Parts Per Billion
Ppm	Parts Per Million
PPV	Peak Particle Velocity
PRC	Public Resources Code

PUHSD	Perris Union High School District
PVC	Polyvinyl Chloride
PV	Photovoltaic
PVRWRF	Perris Valley Regional Water Reclamation Facility
Qoal	Older Alluvium
R-1	One Family Dwelling
R-4	Planned Residential
R-A	Residential Agriculture
R-A-5	Residential Agricultural - 5 Acre Minimum
RBBD	Southwest Road and Bridge Benefit District
RC	Rural Community
RCB	Reinforced concrete box
RC:EDR	Rural Community: Estate Density Residential
RCFC&WCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCHCA	Riverside County Habitat Conservation Agency
RCIP	Riverside County Integrated Project
RC-LDR	Low Density Residential
RCLIS	Riverside County Land Information Systems
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
RC-VLDR	Very Low Density Residential
RCWD	Rancho California Water District
REC	Recognized Environmental Condition
REMEL	Reference Energy Mean Emission Level
RHNA	Regional Housing Needs Assessment
RivTAM	Riverside County Transportation Analysis Model
RMS	root mean square
ROG	Reactive Organic Gases
ROW	Right(s)-of-Way
RPIA	Reduced Project Intensity Alternative
R-R	Rural Residential
RDA	Redevelopment Agency
RTA	Riverside Transit Authority
RTP	Regional Transportation Plan
RV	Recreational Vehicle
RWQCB	Regional Water Quality Control Board
RWRF	Regional Wastewater Reclamation Facility

SA	Site Assessment
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCGC	Southern California Gas Company
SCH	State Clearinghouse
SCHWMA	Southern California Hazardous Waste Management Authority
SC/MVAP	Sun City/Menifee Valley Area Plan (also SCMVAP)
SCS	Sustainable Communities Strategy
SDA	Subsurface Drainage Alternative
SDWA	Safe Drinking Water Act
SF6	Sulfur Hexafluoride
SFHA	Special Flood Hazard Area
SFP	School Facilities Program
SHMA	Seismic Hazard Mapping Act
SHS	State Highway System
SKR	Stephen's kangaroo rat
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigations and Cleanup
SO2	Sulfur Dioxide
SO_X	Oxides of Sulfur
SMARA	The Surface Mining and Reclamation Act of 1975
SoCAB	South Coast Air Basin
SOP	Standard Operating Procedures
SP	Specific Plan
Sq. Ft.	Square Feet
SR-74	State Route 74
SRA	Source Receptor Area
STC	Sound Transmission Class
s/v	Seconds Per Vehicle
SWFP	Solid Waste Facility Permit
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminant
TCP	Traffic Control Plan
TCR	Tribal Cultural Resource

TDA	Transportation Demand Management
TDS	Total Dissolved Solids
TIA	Traffic Impact Analysis
TIS	Traffic Impact Study
TLMA	Transportation Land Management Agency
TR	Tentative Tract Map
TSD	Treatment, Storage and Disposal facility list
TTCP	Traditional Tribal Cultural Places
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
UBC	Uniform Building Code
ULFT	Ultra-Low-Flush Toilets
U.S.	United States
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
V/C	Volume to Capacity
VCP	Vitrified Clay Pipe
VdB	Decibel notation
VEC	Vapor Encroachment Condition
VES	Vapor Encroachment Screen
VLF	Vehicle License Fee
VOC	Volatile Organic Compound
VPD	Vehicles Per Day
VWRPD	Valley Wide Recreation and Park District
Wd	Waukena Loam, Saline-Alkali
WDL	Water Data Library
WMD	Waste Management Department
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments
WRP	Waste Recycling Plan
WSA	Water Service Agreement
WSA	Water Supply Assessment
WSCP	Water Shortage Contingency Plan
WSP	Water Supply Plan

Volume 2 – Technical Appendices - See *Enclosed CD*

Appendix A: *Map My County*

Appendix B: *Palomar Crossing Air Quality and Greenhouse Gas Impact Study, City of Menifee, California,* prepared by RK Engineering Group, Inc., April 2, 2019

Appendix C: *Palomar Crossings 2010-090 Western Riverside County MSHCP Compliance Document,* prepared by Searl Biological Services, June 28, 2018

Appendix D: *A Phase I Cultural Resources Assessment of Palomar Crossings Specific Plan Amendment 2010-090*, prepared by Jean A. Keller, Ph.D., March 2018

Appendix E: *Geotechnical Update Investigation Proposed "Palomar Crossings" ±66.92-Acre Mixed/Commercial/Retail and Residential Development,* prepared by South Shore Testing and Environmental, March 8, 2018

Appendix F1: *Phase I Environmental Site Assessment of an Undeveloped Property Northeast Corner of Highway 74 and Palomar Road, Menifee, California 92585*, prepared by South Shore Testing and Environmental, March 12, 2018

Appendix F2: *Addendum to Phase I Environmental Site Assessment*, prepared by South Shore Testing and Environmental, September 6, 2018

Appendix G: *Preliminary Drainage Report for Palomar Crossing Specific Plan Amendment,* prepared by United Engineering Group, April 2018

Appendix H: *Palomar Crossing Noise Impact Study Update,* prepared by RK Engineering, Inc., August 6, 2018

Appendix I: *Palomar Crossing Traffic Impact Analysis,* prepared by RK Engineering, Inc., September 10, 2019

Appendix J1: *SB 18 - Native American Consultation Request for Specific Plan Amendment No. 2010-090 (Specific Plan No. 260, Amendment No. 3)*, prepared by City of Menifee, August 23, 2017

Appendix J2: *AB 52 Native American Consultation Letter from City of Menifee and responses from Tribe(s)* 2016 and 2019

Appendix K: *Palomar Crossings Specific Plan Amendment,* prepared by Keisker & Wiggle Architects, Inc., August 12, 2019

Appendix L: *SCE Letter*, prepared by Pascual Garcia

Appendix M: *Palomar Crossings Energy Conservation Analysis*, prepared by RK Engineering, Inc., September 25, 2019

Appendix N: *Fiscal Impact Analysis for Menifee North Specific Plan No. 260 Amendment No. 3*, prepared by DPFG, dated May 3, 2018

Appendix O: *Water Supply Assessment Report, Palomar Crossings,* issued by Eastern Municipal Water District (EMWD), April 17, 2019

Appendix P: *Palomar Crossing Menifee North Specific Plan Amendment Health Risk Assessment, City of Menifee, California,* prepared by RK Engineering Group, Inc., July 7, 2019

Appendix Q: *Menifee North Specific Plan 260, Amendment #2,* prepared by T&B Planning Consultants, Inc., June 29, 2007

Appendix R: *Airport land Use Commission (ALUC) Approval Letter with Conditions*, prepared by Riverside County ALUC, July 25, 2019

CHAPTER 1 – EXECUTIVE SUMMARY

This Executive Summary for the Palomar Crossings Project (proposed Project) Draft Environmental Impact Report (DEIR) summarizes the environmental effects that are forecast to occur from implementation of the proposed Project. It also contains a summary of the Project background, Project objectives, and Project description. A table summarizing environmental impacts, mitigation measures, and mitigation responsibility is included at the end of this Executive Summary.

1.1 PROJECT BACKGROUND

The Romola General / Malaga 74, LLC (Project proponent) proposes to implement a Specific Plan (SP) Amendment to the Menifee North Specific Plan No. 260 (SP 260, A3). SP260, A3 proposes the following modifications to the Specific Plan Land Use Plan Planning Areas (PA):

- Planning Area 11 (PA11) would be realigned along its southern boundary and re-designated from Business Park land uses to Very High Density Residential and would be split into two (2) subareas, 11A and 11B. Subarea 11A has an area of 19.56 acres and is located west of Junipero Road. Subarea 11B has an area of 9.79 acres and is located east of Junipero Road and will include a portion of the existing Southern California Edison (SCE) easement that had not previously been given a specific planning area designation.

- Planning Area 12 (PA12) would be realigned to a newly created area between PA11 and PA13 and re-designated from the current Business Park and Commercial Business Park land use to Commercial / Very High Density Residential land uses. Two (2) subareas are proposed, 12A and 12B. Subarea 12A has an area of 6.14 acres and is located west of Junipero Road. Subarea 12B has an area of 3.06 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 13 (PA13) would be realigned along its northern boundary and re-designated from Commercial Business Park to Commercial and would be split into two (2) subareas, 13A and 13B. Subarea 13A has an area of 10.23 acres and is located west of Junipero Road. Subarea 13B has an area of 5.19 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 14 (PA14) would retain a Commercial designation but would be reduced in acreage from 11.7 to 9.27 by redistributing areas into Planning Areas 12B and 13B.

Upon approval of SPA 260, A3, total dwelling unit count shall increase by 721 units, based on maximum potential dwelling units in Planning Areas 11 and 12. It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this DEIR.

The existing SCE easement is being included within Planning Areas 12 and 13 in this amendment. Development will have to conform with all applicable SCE easement restrictions. The easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins, and for passive recreation uses.

The City of Menifee is serving as the Lead Agency for compliance with the California Environmental

Quality Act (CEQA) based on its responsibility to approve the proposed Specific Plan Amendment and grant entitlements for the proposed Project. The decision to prepare an Environmental Impact Report (EIR) was based on the finding that the proposed Project may have one or more significant effects on the existing Project environment and surrounding environment as is documented in the Notice of Preparation (NOP). The NOP and the NOP distribution list and the surrounding property owners list are contained in Subchapter 8.1, *Notice of Preparation / NOP Distribution List*, of this DEIR. The City prepared and circulated the NOP for the Project. The State Clearinghouse distributed the NOP (*SCH#2019029123*) to the interested agencies identified by the City, and to surrounding property owners within a 600' radius of the Project site both residential and off-site components. The NOP public review period began on February 26, 2019 and ended on March 27, 2019. Respondents were asked to send their input as to the scope and content of the environmental information and issues that should be addressed in the Project DEIR no later than the end of the 30-day review period.

The City held a Scoping Meeting on Monday, March 11, at 6:00 p.m. at the Motte Historical Museum, Upstairs, 28380 Highway 74, Menifee, CA 92585. The date, time, and location of the scoping meeting was announced in the NOP. Seven (7) written responses were submitted in response to the NOP. No comments pertaining to the EIR and CEQA were provided at the scoping meeting. Subchapter 8.2, *NOP Comment Letters* includes a copy of each NOP comment letter received during the comment period and comments are also summarized in Chapter 2, *Introduction*, with a reference to where the issue will be addressed in Chapter 4, *Environmental Impact Evaluation*.

The City has prepared a DEIR for the Palomar Crossings Project that evaluates the potential environmental impacts that would result from constructing and implementing the proposed Project.

This EIR analyzes the proposed Project under CEQA at a program level for the entire Project, which consists of approximately 64 acres of development under SP 260, A3. The proposed Project would include a mix of residential, commercial, open space, and recreational uses. As a worst-case assumption, the proposed Project would be implemented over several years commencing in 2020. This EIR has been prepared as a Program EIR for the following reasons:

- The proposed Project would be implemented over a moderately geographic area, of approximately 64 acres.
- Final grading and construction plans and details have not been developed for each planning area, as of yet.

A worst-case construction scenario was developed to analyze construction impacts throughout this EIR.

Subsequent activities associated with implementation of the Specific Plan would be evaluated for compliance with CEQA in light of this EIR to determine whether additional environmental documentation must be prepared. Specifically, if Tentative Tract Maps, improvement plans, or other discretionary approvals associated with implementation of the Specific Plan are submitted and proposed, the environmental impacts of implementing those maps, plans, and approvals will be compared against the analysis set forth in this EIR and CEQA's mandates for subsequent and/or supplemental environmental review.

1.2 INTENDED USE OF THIS ENVIRONMENTAL IMPACT REPORT

This DEIR has been prepared in accordance with the CEQA Statutes and Guidelines, 2019, pursuant to Section 21151 of CEQA. The City of Menifee is the Lead Agency for the Project and has

supervised the preparation of this DEIR. This DEIR is an information document which will inform and assist public agency decision makers and the general public of the potential environmental effects, including any significant impacts that may be caused by implementing the proposed Project. Possible ways to minimize significant effects of the proposed Project and reasonable alternatives to the Project are also identified in this DEIR.

This document assesses the impacts, including unavoidable adverse impacts and cumulative impacts, related to the construction and operation of the proposed Project. This DEIR is also intended to support the permitting process of all agencies from which discretionary approvals must be obtained for particular elements of this Project. Other agency approvals (if required) for which this environmental document may be utilized include:

- South Coast Air Quality Management District
- Riverside County Airport Land Use Commission
- Riverside County Flood Control and Water Conservation District
- Riverside County Transportation Department
- Eastern Municipal Water District
- Riverside County Department of Environmental
- *Regional* Water Quality Control Board, Santa Ana Region
- Caltrans
- California Department of Fish and Wildlife
- Army Corps of Engineers

1.3 PROJECT OBJECTIVES

A project's objectives define the purpose or intent that a project proponent hopes to achieve by implementing a specific project. The following represent the proposed Project's objectives, as outlined in the Menifee North Specific Plan No. 260:

- Provides a development plan of superior environmental sensitivity including a high quality of visual aesthetics, suppression of noise, protection of health and safety, and the promotion of community and region.
- Considers topographic, geologic, hydrologic, and environmental opportunities and constraints to create a design that generally conforms to the character of the land by retaining and utilizing basic, existing landforms, as much as possible.
- Reflects anticipated market needs and public demand by providing a range of housing types which will be marketable within the developing economic profile of the Southern Perris Valley Area as well as the County of Riverside.
- Provides residential uses with specific emphasis on employing natural and created open space for a heightened aesthetic environment.
- Provides direct and convenience access to clustered neighborhoods via a convenient and efficient circulation system.
- Provides additional employment opportunities for the current and future residents of the region and surrounding communities.
- Creates a unique residential character that provides for a distinct environment through architectural treatment, viewshed, and natural terrain.

1.4 PROJECT APPROVALS

This DEIR will be used as the information source and CEQA compliance document for the following discretionary actions or approvals by the CEQA lead agency, City of Menifee: Planning Application 2010-090 – Menifee North Specific Plan 260, Amendment No. (SPA) 3 – "Palomar Crossings".

1.5 IMPACTS

Based on data and analysis provided in this DEIR, it is concluded the proposed Project could result in significant adverse environmental impacts to the following environmental issues: Air Quality and Transportation. All other potential impacts were determined to be less than significant without mitigation or can be reduced to a less than significant level with implementation of the mitigation measures identified in this DEIR. Note that the cumulative significant impacts are identified in this document based on findings that the Project's contributions to such impacts are considered to be cumulatively considerable which is the threshold identified in Section 15130 of the State CEQA Guidelines.

Table 1-2, ***Summary of Impacts and Mitigation Measures Discussed in this Draft EIR***, in Section 1.8, summarizes all the environmental impacts and proposed mitigation and monitoring measures identified in this DEIR and will be provided to the decision-makers prior to finalizing the EIR.

The following issues evaluated in the Initial Study and DEIR have been determined to experience less than significant impacts based on the facts, analysis, and findings in this DEIR.

Aesthetics

Development of the proposed Project will contribute to the change of the general area with an intensification of development substantially greater than that which presently occurs on the site or in the surrounding vicinity. The existing General Plan land use designation is Specific Plan. SP206, A3 includes basically the same land uses with the exception of the High Density Residential, which will replace the Business Park classification. There will be an associated change in views, both to and from the Project site. As discussed in the Initial Study, the Project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway. The Project site is not located within view from a state scenic highway. There are no officially designated scenic highways in or near the City of Menifee. State Route 74 (SR-74) passes through the northern part of the City and is considered an "Eligible State Scenic Highway – Not Officially Designated" by the California Department of Transportation. The nearest designated state scenic highway to the City is a portion of SR-74 in the San Jacinto Mountains about 17 miles east of the City. In addition, with adherence to code requirements and Project design features, the Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. No cumulative impacts are anticipated on these issues that were discussed in the Initial Study.

No scenic views will be significantly altered due to implementation of the Project. Planning Area Development Standards are provided in *SP260, A3* (provided as **Appendix K** of this EIR) for Planning Area 1-48 (Section III). In addition, there are detailed Design Guidelines in Section IV. As it pertains to the Project, Planning Area Development Standards for Planning Areas 11-14 will be applicable. These include a Descriptive Summary of the respective Planning Area, Land Use and Development Standards and Planning Standards. Additional Architectural Guidelines are also provided for the Project (Planning Areas 11-13). Within these Standards and Guidelines, the

Project's scale, mass, density, aesthetics (colors/materials), landscaping and hardscaping are detailed. The height, colors, materials, and development fabric will be consistent with the surrounding development within the Menifee North Specific Plan No. 260. The Menifee North Specific Plan No. 260 as proposed under Amendment No. 3 provides for development standards and design guidelines that represent the most recent desires of the City for development of this nature. With adherence to the Menifee North Specific Plan No. 260 as amended, future development will not substantially degrade the existing visual character or quality of the site and its surroundings. For these reasons, the aesthetic impacts associated with the change of land use will not represent any cumulative impact to aesthetics as defined in the City's General Plan. While the impacts are unavoidable, they are not considered significant, or adverse.

Agriculture and Forest Resources

As stated in the Initial Study, the Project will result in a less than significant impact to the conversion of 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. The Project will not conflict with existing zoning for agricultural use, or a Williamson Act contract.

There is no timberland zoning on the Project site, nor is there any forest land on the Project site. Therefore the Project will not create any impacts (including cumulative impacts) to forestry resources due to a conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 122220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g)), the result in the loss of forest land or conversion of forest land to non-forest use, or involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use.

Since the proposed Project will not have any significant adverse impact to agricultural or forestry resources or resource values, it cannot make a cumulatively considerable contribution to such resources or values. The Project's cumulative agriculture/forest resources impacts are considered less than significant.

Biological Resources

Development of the proposed Project will contribute to the change of the general area with an intensification of development substantially greater than that which presently exists or can occur on the site or in the surrounding vicinity. The proposed Project will not cause adverse cumulative effects related to the reduction of sensitive vegetation communities or degradation of other biology values present in western Riverside County.

With adherence to **Standard Conditions SC-BIO-1**, and incorporation of **Mitigation Measures MM-BIO-1, MM-BIO-2,** and **MM-BIO-3**, the Project will have a less than significant 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; will have no significant impacts (including cumulative impacts) as it pertains to effects 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; will not substantially interfere 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; or with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state conservation plan.

The Project will have no impact 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; or any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Development of the proposed Project will contribute to the change of the general area with an intensification of development substantially greater than that which presently exists or can occur on the site or in the surrounding vicinity. Based on adherence to **Standards Condition SC-BIO-1** and, and incorporation of **Mitigation Measures MM-BIO-1**, **MM-BIO-2,** and **MM-BIO-3**, and the overall lack of any habitat to support sensitive species or a substantial wildlife population, the proposed Project will not result in adverse cumulative biology resource impacts that rise to a cumulatively considerable level. The proposed Project is not forecast to cause significant unavoidable adverse impacts to biological resources.

Energy

The proposed Project will result in an incremental use of energy during construction and operations. The energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Any impacts would be reduced to a less than significant level with the incorporation of **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5** as well as **Mitigation Measures MM-ENR- 1** through **MM-ENR- 7**.

Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Project-related energy usage is not considered to be cumulatively considerable and would not result in a significant impact with the incorporation of **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5** as well as **Mitigation Measures MM-ENR- 1** through **MM-ENR- 7**. Project-related energy usage is not considered to be significant or adverse and will not result in an unavoidable significant adverse impact.

Geology and Soils

Development of the Project will be affected by geotechnical constraints. None of the future Project-related activities are forecast to cause changes in geology or soils or the constraints affecting the Project area that cannot be fully mitigated. Geology and soil resources are inherently site specific and the only cumulative exposure would be to a significant geological or soil constraint (onsite fault, significant ground shaking that could not be mitigated or steep slopes creating a landslide exposure). Future development in the City could include excavation and grading that could potentially impact paleontological resources. The cumulative effect of the proposed Project is the continued loss of these resources. The proposed Project, in conjunction with other development in the City, has the potential to cumulatively impact paleontological resources; however, it should be noted that each development proposal received by the City undergoes environmental review pursuant to CEQA. If there is a potential for significant impacts to paleontological resources, an investigation would be required to determine the nature and extent of the resources and identify appropriate mitigation measures. If subsurface paleontological resources are assessed and/or protected as they are discovered, impacts to these resources would be less than significant. In addition, the City's General

Plan policies would be implemented as appropriate to reduce the effects of additional development within the City.

According to the Initial Study, the proposed Project site is mapped in the *General Plan* as having a "High Potential" for paleontological resources (fossils). This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this Project is not anticipated to require any direct mitigation for paleontological resources. However, per the Initial Study, **Standard Condition SC-GEO-3** shall be implemented for the Project; one of the provisions of this condition provides guidance for instances where fossil remains are found.

Standard Condition SC-GEO-3 is not considered unique mitigation under CEQA. Therefore, with adherence to **Standard Condition SC-GEO-3**, any Project impacts that could directly or indirectly destroy a unique paleontological resource, or site, or unique geologic features would be less than significant. Cumulative impacts would also be less than significant.

Therefore, the Project has no potential to make a cumulatively considerable contribution to any significant geology or soils impact. Project soil and geology impacts are less than significant with the incorporation of **Standard Conditions SC-GEO-1** through **SC-GEO-3**, **SC-AQ-1**, **SC-HYD-1**, **and SC-HYD-2**.

The Project can be implemented without causing or experiencing significant unavoidable adverse geology or soil impacts.

Greenhouse Gas Emissions

An individual project such as the proposed Project cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. For example, statewide GHG source emissions totaled about 440.4 $MMTCO_2e$ in 2015. The proposed Project will generate less than annual equivalent emission of 10,736.73 $MTCO_2e$, or about 0.24% of the 2015 amount.

However, the proposed Project may contribute to global climate change by its incremental contribution of greenhouse gases. With implementation of **Mitigation Measure MM-GHG-1** through **Mitigation Measure MM-GHG-7**, emission rates will be below applicable significance thresholds (SCAQMD Tier 4 2020 Target Service Population Threshold of 4.8 $MTCO_2e$/year/SP). With implementation of these mitigation measures, impacts would be reduced to a less than significant level.

Thus, the proposed Project would not result in significant GHG impacts nor would it result in a substantial increase in the severity of GHG impacts with implementation of the mitigation measures. Project-related GHG emissions are not considered to be cumulatively considerable and would not result in a significant impact on global climate change. Project-related GHG emissions are not considered to be significant or adverse and will not result in an unavoidable significant adverse impact on global climate change.

Hazards and Hazardous Materials

As stated in the IS, Project construction would involve the routine use of hazardous materials, including fuels, paints, and solvents. However, the amount of these materials during construction would be limited and regulated. Therefore, they would not be considered a significant environmental hazard. Implementation of BMPs would further reduce any impacts associated with hazardous

materials during Project construction. This is reflected in the **Standard Condition SC-HYD-1**, which requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP). No cumulative impacts will occur.

Project operational activities would involve the use of storage of household hazardous materials typical of residences. These uses would not present a significant hazard to the residents of the community or to the environment with regulatory compliance procedures in place. This is also reflected in the **Standard Condition SC-HYD-2**, which requires the preparation of a Water Quality Management Plan (WQMP). No cumulative impacts will occur.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (e.g., sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to mitigate any construction circulation impacts. The TCP is included as **Standard Condition SC-TR-1** and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project.

There are no existing schools located within one-quarter mile of the Project site. No elementary or middle school is proposed within one-quarter mile of the Project site. The Project is located within the Heritage High School boundary (26001 Briggs Road), which is located approximately 0.78 miles east of the Project site. Based on this information, the Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and will not result in any cumulative impacts.

The proposed Project is not located on a site listed on the state Cortese List, which is a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses. No cumulative impacts will occur.

The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department.

The Project will not 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 (see **Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**). No cumulative impacts will occur.

The *Phase I ESA* conducted for the Project site did not revealed evidence of a recognized environmental conditions or concerns in connection with the Project site. However, according to the *Phase I ESA*, the Project site was utilized for agricultural purposes from at least 1938 until at least 1967. Environmentally persistent pesticides commonly applied prior to the 1980s can linger in the soil for many years. It is not known if environmentally persistent pesticides were applied at the Project site. Based upon the length of time that has elapsed since agricultural usage has occurred; it is unlikely the potential former usage of pesticides has significantly impaired the Project site or would require remedial actions. However, in an abundance of caution, **Mitigation Measure MM-HAZ-1** shall be incorporated. **MM-HAZ-1** requires submitting a workplan to the Department of Toxic Substances Control and monitoring during ground disturbance activities and remediation if pesticides are present. With incorporation of **Mitigation Measure MM-HAZ-1**, any Project impacts related to prior use of pesticides on the Project site will be reduced to a less than significant level. No cumulative impacts will occur.

The Project site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The runway for March Air Reserve Base/Inland Port Airport is located approximately 9.56 miles to the north-northwest of the Project site. **Mitigation Measure MM-HAZ-2** will be incorporated so that the Specific Plan is located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area and that subsequent underlying entitlements will be reviewed in light of the then-applicable Airport Land Use Compatibility Plan. This will ensure that any safety hazards for people residing or working in the Project area from the Project (being located proximity the March Air Reserve Base/Inland Port Airport) will be reduced to a less than significant level. No cumulative impacts will occur.

Based on adherence to **Standard Conditions SC-HYD-1**, **SC-HYD-2**, **SC-TR-1**, **SC-PS-1**, **SC-PS-2** and incorporation of **Mitigation Measures MM-HAZ-1** and **MM-HAZ-2** the proposed Project will not result in adverse cumulative hazard and hazardous materials impacts that rise to a cumulatively considerable level. The Project is not forecast to cause any unavoidable significant adverse hazards or hazardous material impacts

Hydrology and Water Quality

The Project has been evaluated as to whether it will have a potential to cause significant flood hazards and a potential to substantially degrade water quality onsite and downstream. **Standard Conditions SC-HYD-1** through **SC-HYD-6** and design measures to control the Project's contributions to flood hazards and water quality degradation have been defined and are available to control future hydrology and water quality degradation to a less than significant impact level. With implementation of the proposed stormwater management design, as outlined in the Project Specific WQMPs, and **Standard Conditions SC-HYD-1** through **SC-HYD-6**, future stormwater runoff after development of the Project site is not forecast to make a cumulatively considerable contribution to downstream flood hazards and water quality in the Santa Ana River Watershed. This conclusion is based on the findings that the proposed **Standard Conditions SC-HYD-1** through **SC-HYD-6** and design measures will not increase runoff from the Project site and will provide adequate attenuation of water pollutants in runoff from this residential area so as not to make a cumulatively considerable contribution to the runoff volume or water pollution within the Santa Ana River Watershed. Project hydrology and water quality cumulative impacts are less than significant. The Project will not cause unavoidable significant hydrology or water quality impacts.

Land Use and Planning

Implementation of the proposed Project, when considered in conjunction with other existing and planned developments in the Project area, would result in developing a vacant site into 246,312 square feet of commercial uses and 637 multi-family dwelling units. The cumulative study area analyzed for potential land use impacts is the City of Menifee.

The current General Plan Land Use designation and Zoning classifications on the Project site are Specific Plan (SP). No changes are proposed to the current General Plan Land Use designation and Zoning classifications. The proposed residential Specific Plan Land Use designations were not anticipated or analyzed in the GPEIR. Due to the small incremental increase in residential development (2.45% increase in population over estimated 2019 population and a 1.89% increase in population over projected 2040 population in the City of Menifee and represents a 0.094% increase in population over estimated 2019 population and a 0.073% increase in population over projected 2040 population in Riverside County) any impacts to the General Plan will be less than significant.

In addition, at 3.6 persons per household, per US Census ACS 5-year Estimates, it is anticipated

that the Project would result in a direct population increase of approximately 2,293 persons at Project buildout. The 2,293 potential new residents that would be created by the proposed residential development were not anticipated to be within the growth assumptions estimated in the SCAG RTP/SCS. Project consistency with the RTP/SCS (see **Table 4.8-2, *RTP/SCS Goals***) demonstrates that Project impacts will be considered less than significant impact.

The IS determined that the Project would not physically divide an established community. No impacts will occur.

Therefore, based on the analysis contained above in this Subchapter, the Project will not result in significant cumulative impacts.

Implementation of the proposed Project will not cause significant unavoidable adverse impacts relative to the land use and planning in the City of Menifee.

Mineral Resources

As described in IS, the Project site and surrounding area do not contain any existing mineral development or any identified potential for mineral resource development. For mineral issues the amount of a mineral resource available in the region was used as the basis for cumulative impact analysis. Development of the proposed Project will not cause any adverse impacts to mineral resource or values. As a result, the proposed Project has no potential to contribute to any cumulative loss of mineral resources or values. The Project will have no cumulative adverse impact to mineral resources. The proposed Project has no potential to cause any unavoidable adverse impact to mineral resources or values in the City.

Noise

Project construction will not result in exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan, as implemented by the City's Noise Ordinance. With adherence to **Standard Conditions SC-NOI-1**, and **SC-NOI-2**, and implementation of **Mitigation Measures MM-NOI-1** through **MM-NOI-5** construction-related noise impacts will be reduced to a less than significant level. During operations, the Project will be required to implement **Mitigation Measures MM-NOI-6** and **MM-NOI-7** to address noise impacts onto proposed residential units. With implementation of **Mitigation Measures MM-NOI-6** and **MM-NOI-7**, operational impacts will be reduced to less than significant level.

As vibration levels would generally not be perceptible to the average person and would not result in cosmetic nor structural damage to buildings, vibration impacts from Project construction would be less than significant.

Based on this information, no cumulative impacts are anticipated from the implementation of the proposed Project. No unavoidable, significant adverse noise impacts will occur as a result of Project implementation.

Population and Housing

The proposed Project would result in the development of 637 multi-family units. At 3.6 persons per household, per US Census ACS 5-year Estimates, it is anticipated that the Project would result in a direct population increase of approximately 2,293 persons at Project buildout. The 2,293 potential new residents that would be created by the proposed residential development was not anticipated to

be within the growth assumptions estimated in the SCAG RTP/SCS.

The Project represents a 2.45% increase in population over estimated 2019 population and a 1.89% increase in population over projected 2040 population in the City of Menifee and represents a 0.094% increase in population over estimated 2019 population and a 0.073% increase in population over projected 2040 population in Riverside County.

The Project represents a 1.83% increase in households over 2019 estimate households, and a 1.32% increase in households over projected 2040 households in the City of Menifee and represents a 0.07% increase in households over estimated 2019 households, and a 0.060% increase in households over projected 2040 households in Riverside County. According to Table 2: E-5 City/County Population and Housing Estimates, 1/1/2019 (Dept. of Finance), the City has a vacancy rate of 10.2%, which is below the County total of 14.5%. While below the County rate, there is still a need within the City for housing.

These increases are incremental increases to population and households; however, due to their small percentage in relation to the City and County, they are not considered substantial increases to population and households.

The IS determined that the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact will occur.

Therefore, the direct residential population and housing growth and indirect growth from the commercial uses from the Project are not considered cumulatively considerable and significant.

Therefore, based on the data and analysis presented in Subchapter 4.10, implementation of the proposed Project will not cause significant unavoidable adverse population and housing impacts relative to the existing population and housing forecasts for the City of Menifee and Riverside County.

Public Services

Fire Protection and Emergency Response Services

According to the 2010 U.S. Census, State of California Department of Finance, and the Southern California Association of Governments Final 2016 RTP/SCS, the Project represents a 2.45% increase in population over estimated 2019 population and a 1.89% increase in population over projected 2040 population in the City of Menifee and represents a 0.094% increase in population over estimated 2019 population and a 0.073% increase in population over projected 2040 population in Riverside County.

The Project represents a 1.83% increase in households over 2019 estimate households, and a 1.32% increase in households over projected 2040 households in the City of Menifee and represents a 0.07% increase in households over estimated 2019 households, and a 0.060% increase in households over projected 2040 households in Riverside County.

These increases are incremental increases to population and households; however, due to their small percentage in relation to the City and County, they are not considered substantial increases to population and households.

Thus, the Project will have a cumulative adverse impact to the Fire Department's ability to provide an acceptable level of service without offset of the Project's demand. These impacts are forecast to

include an increased number of emergency and public service calls due to the increased presence of structures and population.

The proposed Project shall participate in the DIF (see **Standard Condition SC-PS-1**) Program as adopted by the City to mitigate a portion of these impacts. The Project shall pay the Public Services fee (see **Mitigation Measure MM-PS-1**) to address non-safety impacts. DIF will provide funding for capital improvements such as land, equipment purchases and fire station construction. The Project will contribute incrementally to cumulative impacts related to the need for fire station construction and other mitigation to reduce cumulative effects on fire protection and emergency response services and impacts to other City services.

The Project's potentially significant or cumulative considerable impacts to fire protection and emergency response services can be reduced to less than significant and payment of fees by all cumulative projects can effectively reduce the overall cumulative impacts to such services. Therefore, cumulative fire protection impacts are considered less than significant.

Police Protection Services

According to the 2010 U.S. Census, State of California Department of Finance, and the Southern California Association of Governments Final 2016 RTP/SCS, the Project represents a 2.45% increase in population over estimated 2019 population and a 1.89% increase in population over projected 2040 population in the City of Menifee and represents a 0.094% increase in population over estimated 2019 population and a 0.073% increase in population over projected 2040 population in Riverside County.

The Project represents a 1.83% increase in households over 2019 estimate households, and a 1.32% increase in households over projected 2040 households in the City of Menifee and represents a 0.07% increase in households over estimated 2019 households, and a 0.060% increase in households over projected 2040 households in Riverside County.

These increases are incremental increases to population and households; however, due to their small percentage in relation to the City and County, they are not considered substantial increases to population and households.

The cumulative change in type and amount of development within the planning area will require more police protection commensurate with development levels and population for each of the proposed cumulative projects. Based on this information, the Project would make an incremental contribution to a cumulative adverse demand impact to the County Sheriff Department's (or City Police Department once they are operational) ability to provide an acceptable level of service without mitigation. These impacts are forecast to include an increased number of emergency and public service calls due to the increased presence of urban/suburban uses and population.

As stated above, the proposed Project would be required to participate in the DIF Program as adopted by the City of Menifee to mitigate a portion of these impacts. The fee program is intended to provide funding to expand services to meet service demands and offset the impacts of new projects and population.

Based on, payment of DIF (see **Standard Condition SC-PS-3**), Police Department review of plans (see **Standard Condition SC-PS-4**) and annual taxes generated by the proposed Project, the Project's potentially significant cumulative impacts to police protection can be reduced to a less than significant level. The Project shall pay the Public Services fee (see **Mitigation Measure MM-PS-1**)

to address non-safety impacts. Based on this analysis, cumulative police protection impacts are considered less than significant.

Schools

The Project, in conjunction with other projects anticipated within the proposed Project area will generate students in excess of what the local schools are presently able to accommodate. The payment of school impact fees (see **Standard Condition SC-PS-5**, above) and provision of school sites within each future development, commensurate with each project's level of impact, is considered adequate fair share contribution to cumulative impacts associated with development that leads to a determination of less than significant. Project school impacts are less than significant.

Libraries

The Project, in conjunction with other projects anticipated within the proposed Project area will generate additional demand upon library services and the need for books. The payment of DIF (see **Standard Condition SC-PS-6**) is considered adequate fair share contribution to cumulative impacts associated with development that leads to a determination of less than significant. Project library impacts are less than significant.

Recreation

The City of Menifee requires a minimum of five acres of public open space to be provided for every 1,000 City residents.

The existing SCE easement is being included within Planning Areas 11, 12 and 13 in this amendment. Development will have to conform with all applicable SCE easement restrictions. The easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins, and for passive recreation uses.

Open space and recreational facilities that are provided strictly for residents' private use, are maintained by Homeowner's Association(s) or property managers and will not be dedicated to the City for general public use, are not granted any parkland credit under Quimby. The exact types of private recreational facilities that will be made available have not been designed yet, however, these typically may include, but are not to be limited to, a pool, spa, clubhouse, play areas, walkways, picnic areas with gazebos, turf areas, basketball half courts and/or volleyball courts, and BBQ areas. It is a requirement of the City's Quimby Ordinance Section 9.55 that the land be, in fact, dedicated. Therefore, no parkland credit is being provided for these private facilities.

As stated in the *GPEIR*, General Plan buildout would create demand for 407 acres of new parkland. The General Plan designates 725 acres of parkland. At General Plan buildout, there would be a demand for 407 acres of new parkland. This results in an excess of 318 acres of parkland in the City. The Project will generate the need for 8.80 acres (which, due to its current non-residential Specific Plan Land Use Designation, was not anticipated in the City's General Plan). Even with the addition of these 8.80 acres, the demand would increase to 415.8 acres, which is still well within the designated acreage for parkland in the City at buildout.

The proposed Project will be required to pay in-lieu fees in order to comply with the Quimby or Park and Recreation Mitigation Act Fees (as implemented under Municipal Code Section 9.55 or 9.56) and pay Development Impact Fees per Ordinance No. 17-232. Based upon this, it was determined that the Project will not cause any significant adverse effects on recreational demand on other

existing park and recreation facilities in the vicinity of the Project.

Implementation of the proposed Project in combination with cumulative projects in the area would increase use of existing parks and recreation facilities. However, as future residential development is proposed, the Project would require developers to provide the appropriate amount of parkland or pay the in-lieu fees, which would contribute to future recreational facilities. Payment of these fees and/or implementation of new parks on a project-by-project basis would offset cumulative parkland impacts by providing funding for new and/or renovated parks equipment and facilities, or new parks. The cumulative impacts associated with development of the Project would be a less than significant impact to recreation resources. The proposed Project will not cause significant unavoidable adverse impacts to the area recreation resources.

Transportation

The Project would have a less than significant impact that could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or result in inadequate emergency access. No cumulative impacts will occur.

As explained in greater detail in Subchapter 4.13, the proposed Project will contribute to the generation of additional traffic on local and regional roadways. The proposed Project is not consistent with the land use and density for the site as identified in the current, adopted Specific Plan; however, it is consistent with the General Plan's Circulation Element, i.e. the proposed Project will install adjacent roadways to General Plan standards and will pay fair share funds to improvements on area roadways through payment of TUMF and DIF.

As part of the analysis contained in the *TIA*, cumulative impacts were analyzed for Project Opening Year 2023, and with cumulative traffic conditions. Even with the implementation of **Mitigation Measure MM-TR-1** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road. The Project's impact for Project opening year traffic conditions would be considered significant and unavoidable. Lastly, even with the implementation of **Mitigation Measure MM-TR-2** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I-215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road. The Project will also be required to implement **Mitigation Measures MM-TR-3** through **MM-TR-7**, **Standard Conditions SC-TR-1**, **SC-TR-2**, and **SC-TR-3** and Project Design Features (DF) **DF-1** through **DF-4**. Despite this, cumulative impacts from Project implementation will be considered cumulatively considerable.

Tribal Cultural Resources

Future development in the City could include excavation and grading that could potentially impact tribal cultural resources and human remains. The cumulative effect of the proposed Project is the continued loss of these resources. The proposed Project, in conjunction with other development in the City, has the potential to cumulatively impact tribal cultural resources; however, it should be noted that each development proposal received by the City undergoes environmental review pursuant to CEQA. If there is a potential for significant impacts to tribal cultural resources, an investigation would be required to determine the nature and extent of the resources and identify appropriate mitigation measures. If subsurface tribal cultural resources are assessed and/or protected as they are discovered, impacts to these resources would be less than significant. In addition, the City's General Plan policies would be implemented as appropriate to reduce the effects of additional development within the City.

With implementation of **Standard Conditions SC-CUL-1** through **SC-CUL-8**, the contribution of the Specific Plan to the cumulative loss of known and unknown tribal cultural resources throughout the City would be reduced to a less than significant level. Therefore, no significant and unavoidable impacts are anticipated.

Cultural Resources

The Project, in conjunction with other development in the City, has the potential to cumulatively impact cultural, archaeological, and/or paleontological resources; however, it should be noted that each development proposal received by the City undergoes environmental review pursuant to CEQA. If there is a potential for significant impacts to cultural and/or archaeological resources, an investigation would be required to determine the nature and extent of the resources and identify appropriate mitigation measures. If subsurface cultural and/or archaeological resources are assessed and/or protected as they are discovered, impacts to these resources would be less than significant. In addition, the City's General Plan policies would be implemented as appropriate to reduce the effects of additional development within the City.

With implementation of **Standard Conditions SC-CUL-1** through **SC-CUL-8**, the contribution of the Specific Plan to the cumulative loss of known and unknown cultural and/or archaeological resources throughout the City would be reduced to a less than significant level.

As a result, there will not be any unavoidable Project specific or cumulative adverse impacts to cultural and/or archaeological resources from implementing the Project as proposed.

Utilities and Service Systems

According to EMWD, there is an adequate water supply and wastewater treatment capacity, respectively, to meet the demand of the Project(s). Based on the analysis in Subchapter 4.16, and in the referenced documentation, water and wastewater management systems are capable of meeting the cumulative demand for these systems. The Project will have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years with adherence **Standard Conditions SC-USS-1** through **SC-USS-4** impacts to water, waste water, and solid waste are considered less than significant. Thus, the Project will not cause cumulatively considerable significant adverse impacts on these systems. With implementation of the proposed stormwater management design, as outlined in the Project Specific WQMPs, and **Standard Conditions SC-HYD-1** through **SC-HYD-6**, future stormwater runoff after development of the Project site will not 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, and is not forecast to make a cumulatively considerable contribution to downstream flood hazards in the Santa Ana River Watershed.

Cumulative impacts to landfill capacity will be less than significant due to the Project construction debris and operational waste representing a less than substantial cumulative increment with adherence to **Standard Condition SC-USS-4**. Therefore, due to available capacity and implementation of **Standard Condition SC-USS-4**, which provides for recycling on site to reduce Project operational waste, cumulative impacts to the existing landfills resulting from waste generated by Project implementation are considered less than significant.
Lastly, the Project will not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects. No cumulative impacts will result from the Project. Therefore, no significant and unavoidable impacts are

anticipated.

Wildfire

According to the IS, the Project would have a less than significant impact such that it would impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan (see **Standard Condition SC-TR-1**). The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department.

The Project will not have a cumulative effect due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; or, 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 (see **Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**). The Project is not forecast to cause any unavoidable significant adverse wildfire impacts.

The proposed Project could result in significant impacts to the following environmental issue based on the facts, analysis and findings in this DEIR.

Air Quality

The Project area is designated as an extreme non-attainment area for ozone and a non- attainment area for PM_{10} and $PM_{2.5}$.

The Project-specific evaluation of emissions presented in Subchapter 4.3 demonstrates that even after implementation of **Standard Conditions SC-AQ-1**, **SC-AQ-2**, and incorporation of Mitigation Measures **MM-AQ-2** through **MM-AQ-8**, the Project will result in a cumulatively considerable net increase of NO_x for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. All other criteria pollutants are below thresholds.

Given that the proposed density of multiple-family residences was not anticipated under the existing General Plan land use designation, the proposed land uses would intensify the development and associated population projections planned for under the City's General Plan. Therefore, the Project would conflict with and exceed the assumptions used to develop the AQMP. Therefore, the Project would conflict with and exceed the assumptions used to develop the AQMP. It should be noted that the Project impacts are within the SCAQMD standards with mitigation incorporated. However, this inconsistency can only be corrected when SCAQMD amends AQMP based on updated Southern California Association of Governments (SCAG) growth projections after the Project has been approved. Until this occurs, direct and cumulative impacts would be significant. It is beyond the scope of the Project to affect when regional agencies update regional growth forecasts and plans; therefore, no mitigation is feasible at the Project-level. Project impacts will be cumulatively significant and unavoidable.

Transportation

The Project would have a less than significant impact that could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or result in inadequate emergency access. No cumulative impacts will occur.

As explained in greater detail in Subchapter 4.13, the proposed Project will contribute to the generation of additional traffic on local and regional roadways. The proposed Project is not consistent with the land use and density for the site as identified in the current, adopted Specific Plan; however, it is consistent with the General Plan's Circulation Element, i.e. the proposed Project will install adjacent roadways to General Plan standards and will pay fair share funds to improvements on area roadways through payment of TUMF and DIF.

As part of the analysis contained in the *TIA*, cumulative impacts were analyzed for Project Opening Year 2023, and with cumulative traffic conditions. Even with the implementation of **Mitigation Measure MM-TR-1** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road. The Project's impact for Project opening year traffic conditions would be considered significant and unavoidable. Lastly, even with the implementation of **Mitigation Measure MM-TR-2** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I-215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road. The Project will also be required to implement **Mitigation Measures MM-TR-3** through **MM-TR-7**, **Standard Conditions SC-TR-1**, **SC-TR-2**, and **SC-TR-3** and Project Design Features (DF) **DF-1** through **DF-4**. Despite this, cumulative impacts from Project implementation will be considered cumulatively considerable.

The Executive Summary of potential Project impacts is presented in **Table 1-2, *Summary of Impacts and Mitigation Measures Discussed in this Draft EIR***, in Section 1.8.

1.6 ALTERNATIVES

CEQA and the State CEQA Guidelines require an evaluation of alternatives to the proposed action. Section 15126.6 of the State CEQA Guidelines indicates that the "discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of not significant...." The State Guidelines also state that "a range of reasonable alternatives to the Project which could feasibly attain the basic objectives of the project" and "The range of alternatives required in an EIR is governed by 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." The detailed analyses of the alternatives evaluated are provided in Chapter 5, *Alternatives*, of this DEIR. This evaluation addresses those alternatives for feasibility and range of alternatives required to permit decision-makers a reasoned choice between the alternatives.

The following evaluation also includes identification of an environmentally superior alternative as required by the State CEQA Guidelines. The three (3) alternatives were developed during review of the Project with the City of Menifee and include all components of the Project. No other plausible alternatives were identified during the review process for consideration in this DEIR.

No Project Alternative (NPA)

One of the alternatives that must be evaluated in an environmental impact report (EIR) is the "no project alternative," (NPA) regardless of whether it is a feasible alternative to the proposed Project, i.e., would meet the project objectives or requirements. Under this alternative, the environmental

impacts that would occur if the proposed Project is not approved and implemented are identified. The NPA assumes the property remains in its current state – vacant land.

Existing Specific Plan Land Use Designation (ESPA)

A second alternative of developing the Project site under the existing Specific Plan Land Use designation will be considered in this document. This will be referred to as the Existing Specific Plan Alternative (ESPA).

Reduced Project Intensity Alternative (RPIA)

Under the Reduced Project Intensity Alternative (RPIA) the multi-family residential acreage of the Project (30.06 acres) would be developed at the lower end of the density range allowed in the Specific Plan (14.1 dwelling units/acre). In total, 423 attached multi-family units would be under the RPIA. This is a decrease of 214 dwelling units (or 33.6%) on the Project site, when compared to the proposed Project.

No other alternatives to the proposed Project are given consideration or evaluated in this Chapter since no other practical or feasible alternatives have been proposed. For example, a light industrial or commercial project would have no demand in this area due to City's desire to these uses within other portions of the City, and due to the lack of any rationale for a light industrial use to locate in this general project area. Alternative locations have been dismissed from this subchapter because they were not under the control of the applicant. Analysis of an alternative site is therefore not feasible. Finally, a substantially lower density, with substantially fewer dwelling units would not generate sufficient funds to meet the goals of the Project proponent, as well as fit in in with the existing development character of the Project vicinity.

Table 1-1, *Tabular Comparison of Project Alternatives*, lists the Project and the three (3) alternatives. The question of the Project or alterative resulting in a significant adverse impact is answered for the resource issue areas analyzed in the Initial Study and Chapter 4, *Environmental Impact Analysis*, of this DEIR. A determination is made as to whether the Project, or alternatives meets the Project Objectives. Lastly, a determination is made as to which alternative is environmentally superior.

Table 1-1
Tabular Comparison of Project Alternatives

	Would the Project/Alternative Result in Significant Adverse Impacts to the Resource Issues of …?				
	Proposed Project	**No Project Alternative (NPA)**	**Existing Specific Plan Alternative (ESPA)**	**Reduced Project Intensity Alternative (RPIA)**	**Which Alternative is Environmentally Superior?**
Aesthetics	No	No	No	No	NPA
Agriculture and Forest Resources	No	No	No	No	Alternatives are equal
Air Quality	**Yes**	No	**Yes**	**Yes**	NPA
Biological Resources	No	No	No	No	NPA
Energy	No	No	No	No	NPA
Geology and Soils	No	No	No	No	NPA
Greenhouse Gases	No	No	No	No	NPA
Hazards and Hazardous Materials	No	No	No	No	NPA
Hydrology and Water Quality	No	No	No	No	NPA
Land Use and Planning	No	No	No	No	NPA and ESPA
Mineral Resources	No	No	No	No	Alternatives are equal
Noise	No	No	No	No	NPA
Population and Housing	No	No	No	No	NPA
Public Services	No	No	No	No	NPA
Recreation	No	No	No	No	NPA
Transportation	**Yes**	No	**Yes**	**Yes**	NPA
Tribal Cultural Resources	No	No	No	No	NPA
Cultural Resources	No	No	No	No	NPA
Utilities and Service Systems	No	No	No	No	NPA
Wildfire	No	No	No	No	NPA
Would Meet Project Objectives?	**Yes**	No	No	No	Proposed Project

1.7 AREAS OF CONTROVERSY

A detailed discussion of all comments received on the Project in response to the Notice of Preparation is provided in Chapter 2, *Introduction*. Based on this input there no issues were identified as being controversial.

1.8 SUMMARY OF IMPACTS AND MITIGATION MEASURES DISCUSSED IN THIS DRAFT EIR

Table 1-2, *Summary of Impacts and Mitigation Measures Discussed in this Draft EIR*, provides a summary of all impacts and mitigation measures identified in the detailed environmental evaluation presented in Chapter 4, *Environmental Impact Evaluation*, of this DEIR. This summary is meant to provide a quick reference to proposed Project impacts; the reader is referenced to Chapter 4 to understand the assumptions, method of impact analysis, and rationale for the findings and conclusions presented in **Table 1-2**.

Table 1-2
Summary of Impacts and Mitigation Measures Discussed in this Draft EIR

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
Aesthetics	*Not applicable*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Agriculture and Forest Resources	*Not applicable*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Air Quality	b. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	**MM-AQ-1** During Project construction the Project applicant shall ensure that architectural coatings that are applied to Project buildings are to be limited to 10 grams per liter VOC and traffic paints shall be limited to 100g/L VOC content.	*During Project construction*	*Project applicant*	*Significant and unavoidable impact*
		MM-AQ-2 During Project construction, the Project applicant shall install high-efficiency lighting (such as LEDs) that is at least 34% more efficient than standard lighting.	*During Project construction*	*Project applicant*	*Significant and unavoidable impact*
		MM-AQ-3 During Project construction, the Project applicant shall provide sidewalks within the Project boundary and connecting off-site.	*During Project construction*	*Project applicant*	*Significant and unavoidable impact*
		MM-AQ-4 During Project construction, the Project applicant shall require that all faucets, toilets and showers that are installed in the proposed structures utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen Standards.	*During Project construction*	*Project applicant*	*Significant and unavoidable impact*
		MM-AQ-5 During Project construction, the Project applicant shall require that a water-efficient irrigation system be installed that conforms to the requirements of City codes.	*During Project construction*	*Project applicant*	*Significant and unavoidable impact*
		MM-AQ-6 During Project operation, the Project applicant shall require recycling programs that reduces waste to landfills by a minimum 75 percent per AB 341.	*During Project operation*	*Project applicant*	*Significant and unavoidable impact*
		MM-AQ-7 During Project construction, the Project applicant shall require that ENERGY STAR-compliant appliances are installed wherever appliances are needed on-site.	*During Project construction*	*Project applicant*	*Significant and unavoidable impact*
		MM-AQ-8 During Project construction, the Project applicant shall plant at least 130 new trees on-site.	*During Project construction*	*Project applicant*	*Significant and unavoidable impact*
Energy	a. Would the Project result in potentially	**MM-ENR-1** As part of building plan check, the Project applicant shall participate in the latest	*During building plan check*	*Project applicant*	*Less than significant*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
	significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	CALGreen Tier 1 voluntary measures for new residential and non-residential structures to minimize the building's impact on the environment and promote a more sustainable design. Residential and non-residential voluntary measures, as described in the Title 24, Part 11, Appendix A4 of the California Building Standards Code, provide measures for planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The City of Menifee Building Official should be responsible for verifying that all applicable Tier 1 voluntary measures are implemented.			
		MM-ENR-2 During construction, the Project applicant shall ensure that high-efficiency lighting (such as LEDs) be installed that is at least 30% more efficient than standard lighting.	*During construction*	*Project applicant*	*Less than significant*
		MM-ENR-3 During construction, the Project applicant shall install ENERGY STAR-compliant appliances wherever appliances are needed on-site.	*During construction*	*Project applicant*	*Less than significant*
		MM-ENR-4 Prior to occupancy the Project applicant shall provide on-site and internal bicycle and pedestrian pathways that allow for direct and convenient non-motorized access between the residential and commercial planning areas within the project site.	*Prior to occupancy*	*Project applicant*	*Less than significant*
		MM-ENR-5 Prior to occupancy the Project applicant shall provide secure on-site bicycle storage or cages for the residential uses.	*Prior to occupancy*	*Project applicant*	*Less than significant*
		MM-ENR-6 Prior to occupancy the Project applicant shall provide convenient/highly visible on-site bicycle parking racks for the commercial uses.	*Prior to occupancy*	*Project applicant*	*Less than significant*
		MM-ENR-7 Prior to occupancy the Project applicant shall provide an enhanced bus stop along SR-74, adjacent to the site, with a bus shelter, benches and bus turnout.	*Prior to occupancy*	*Project applicant*	*Less than significant*
Geology and Soils	*Not applicable*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
Greenhouse Gases	a. Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	**MM-GHG-1** Prior to occupancy, the Project applicant shall require that high-efficiency lighting (such as LEDs) be installed that is at least 34% more efficient than standard lighting.	*Prior to occupancy*	*Project applicant*	*Less than significant*
		MM-GHG-2 During all phases of the Project, the Project applicant shall provide sidewalks within the project boundary and connecting off-site.	*During all phases of the Project*	*Project applicant*	*Less than significant*
		MM-GHG-3 During construction, the Project applicant shall require that all faucets, toilets and showers installed in the proposed structures utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen Standards.	*During construction*	*Project applicant*	*Less than significant*
		MM-GHG-4 During construction, the Project applicant shall require that a water-efficient irrigation system be installed that conforms to the requirements of City codes.	*During construction*	*Project applicant*	*Less than significant*
		MM-GHG-5 During construction and operations, the Project applicant shall require recycling programs that reduces waste to landfills by a minimum 75 percent per AB 341.	*During construction*	*Project applicant*	*Less than significant*
		MM-GHG-6 During construction, the Project applicant shall require that ENERGY STAR-compliant appliances are installed wherever appliances are needed on-site.	*During construction*	*Project applicant*	*Less than significant*
		MM-GHG-7 During construction, the Project applicant shall plant at least 130 new trees on-site.	*During construction*	*Project applicant*	*Less than significant*
Hazards and Hazardous Materials	b. Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	**MM-HAZ-1** Pesticide Presence. Prior to any ground disturbance activities, the Project applicant shall submit a workplan to DTSC for review and approval. Any ground disturbing activities shall be monitored by a qualified contractor. If any pesticide residue is discovered at the site during any land disturbance activities, a qualified contractor shall be contacted to remove such materials. Any work conducted shall be in compliance with guideline set by an oversight agency such as the County Department of Environmental Health Services (DEH) or the Department of Toxic Substances Control (DTSC), prior to grading permit final.	*Prior to any ground disturbance activities*	*Project applicant*	*Less than significant*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
	e. Would the Project result in a safety hazard or excessive noise for people residing or working in the Project area (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)?	**MM-HAZ-2** Within 30 days of final approval of the Specific Plan Amendment, the Project Applicant shall incorporate the following language into the Specific Plan Amendment and it shall be submitted to the Planning Department for approval: "The Specific Plan is located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area subsequent underlying entitlements will be reviewed in light of the then-applicable Airport Land Use Compatibility Plan effective at the time the underlying entitlements are filed."	*Within 30 days of final approval of the Specific Plan Amendment*	*Project applicant*	*Less than significant*
Hydrology and Water Quality Resources	*Not applicable*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Land Use and Planning	*Not applicable*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Noise	a. Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**MM-NOI-1** During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment shall be turned off when not in use.	*During construction*	*Project constructor*	*Less than significant*
		MM-NOI-2 Construction staging areas should be located as far from noise sensitive land uses as reasonably feasible.	*During construction*	*Project constructor*	*Less than significant*
		MM-NOI-3 No pile driving, vibratory rollers, or heavy earth work activity, such as blasting is expected to take place during project construction; however, if such activity is required, additional vibratory analysis shall be required.	*During construction*	*Project constructor*	*Less than significant*
		MM-NOI-4 A noise monitoring program shall be implemented during construction. The monitoring program will alert construction management personnel when noise levels approach the upper limits of the 8-hour Leq exceedance threshold (80 dBA) along the adjacent residential uses. Construction activity shall cease prior to noise levels exceeding the 8-hour threshold.	*During construction*	*Project constructor*	*Less than significant*
		MM-NOI-5 Prior to any grading between the	*Prior to grading*	*Project applicant*	*Less than significant*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
		western portion of PA 12 and northern portion of PA 14, the Project proponent shall install a temporary noise barrier shall be installed along the western portion of PA 12 and northern portion of PA 14 to shield adjacent residential units from the line of sight of the construction activity. Temporary noise barriers shall provide a minimum noise level attenuation of 10.0 dBA when Project construction occurs near existing noise-sensitive structures. The noise control barrier must present a solid face from top to bottom. The noise control barrier must be high enough and long enough to block the view of the noise source. Unnecessary openings shall not be made. • The noise barriers must be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired. • The noise control barriers and associated elements shall be completely removed			
		MM-NOI-6 Noise Control Barrier Materials. The Project applicant shall employ noise control barriers. The designed noise screening will only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the Project site. Noise control barriers may be constructed using one, or any combination of the following materials: • Masonry block; • Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot; • Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot; • Earthen berm. The noise barrier must present a solid face from top to bottom. Preventable openings or decorative	*During construction*	*Project applicant*	*Less than significant*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
		cutouts shall not be made. All gaps (except for weep holes) shall be filled with grout or caulking to avoid flanking.			
		MM-NOI-7 Prior to the issuance of a building permit, the Project applicant shall submit a final detailed noise assessment to ensure all City of Menifee noise level standards are met. The residential exterior area of the Project site is forecast to experience exterior traffic noise levels that exceed the City standard of 65 dBA CNEL. Therefore, habitable outdoor areas may require noise barriers. The ultimate height and location of any noise barriers will be determined based upon a final noise analysis. The following criteria shall apply: • A "windows closed" condition with upgraded STC rated windows will likely be required for residential units in Planning Area 11 and 12 (East). Per UBC requirements, the project must supply a means of fresh air mechanical ventilation (e.g. air conditioning) for buildings that require the windows closed condition. • For proper acoustical performance, all exterior windows, doors, and sliding glass doors should have a positive seal and leaks/cracks must be kept to a minimum. • All rooftop mounted mechanical equipment and/or HVAC units should be shielded by a parapet wall. Shielding/parapet walls should be at least as high as the equipment. • Noise shielding walls may be required along the southern boundary of Planning Area 11 and 12 (East) to shield noise from adjacent proposed commercial uses. Such noise includes, but is not limited to: delivery/trash truck operations, parking lot noise, HVAC equipment noise, etc.	*Prior to the issuance of a building permit*	*Project applicant*	*Less than significant*
	b. Would the Project result in exposure of	*See **Mitigation Measures MM-NOI-1** through **MM-NOI-5***			*Less than significant*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
	persons to or g Generation of excessive groundborne vibration or groundborne noise levels.				
Population and Housing	*Not applicable*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Public Services	a. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection and emergency response services? b. 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	**MM-PS-1** Should development of the commercial/industrial/business park portion of the Project not be developed prior to the residential component, and if the DIF fees are not sufficient to cover costs of residential demand for public services, the Project developer shall negotiate a method of covering the costs of services to be extended to the site, such as a Public Services fee or payment of an in lieu fee.	*Prior to the issuance of a building permit*	*Project developer*	*Less than significant*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
	environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?				
Recreation	*Not applicable*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Transportation	a. Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**MM-TR-1** Significant traffic impacts have been identified at four (4) study area intersections and for five (5) roadway segments for Project Opening Year 2023 traffic conditions. All Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road. Therefore, the Project's impact for Project Opening Year 2023 traffic conditions would be considered significant and unavoidable. Intersection improvements for Project Opening Year 2023 conditions are as follows: <u>Intersection Improvements</u> Palomar Road (NS) at Case Road (EW) Install Traffic Signal. Menifee Road (NS) at SR - 74 (EW) Restripe northbound approach on Menifee Road from one left-turn/thru lane and one right-turn lane, to consist of one left-turn lane, one thru lane, and one right-turn lane. Widen southbound approach on Menifee Road from one left-turn/thru/right-turn lane to consist of one left-turn lane, and one thru/right-turn lane and to align with the through travel lanes from the south leg of the intersection. Menifee Road (NS) at McCall Boulevard (EW) Widen southbound approach on McCall Boulevard from one left-turn lane, one thru lane, and one thru/right-turn lane, to consist of one left-turn lane,	*Prior to the issuance of the 1st certificate of occupancy*	*Project developer*	*Significant and unavoidable*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
		one thru lane, one thru/right-turn lane, and one right-turn lane. Briggs Road (NS) at SR - 74 (EW) Install right turn overlap phasing for the eastbound approach on SR-74. Restrict northbound U-Turn movement on Briggs Road. <u>Roadway Segment Improvements</u> SR-74: I-215 to Antelope Road. Segment currently built-out to ultimate general plan classification (4-lane, Major). SR-74: Antelope Road to Palomar Road. Widen roadway to general plan buildout classification of 6-lane Expressway. SR-74: Palomar Road to Menifee Road. Widen roadway to general plan buildout classification of 6-lane Expressway. SR-74: Menifee Road to Briggs Road. Widen roadway to general plan buildout classification of 6-lane Expressway. Ethanac Road: I-215 to Matthews Road. Widen roadway to general plan buildout classification of 6-lane Expressway.			
		MM-TR-2 Significant traffic impacts have been identified at nine (9) study area intersections and two (2) roadway segments for future cumulative traffic conditions. All Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I-215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road. Therefore, the Project's impact for Cumulative Conditions would be considered significant and unavoidable. Intersection improvements for cumulative traffic conditions are as follows: <u>Intersection Improvements</u> I - 215 SB Ramp (NS) at SR - 74 (EW)	*Prior to the issuance of a the 1st certificate of occupancy*	*Project developer*	*Significant and unavoidable*

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
		Widen the southbound approach of the I-215 SB Ramp from one thru/right-turn lane to consist of one thru lane and one thru/right-turn lane. I-215 SB Ramp (NS) at Ethanac Road (EW) Reconfigure interchange for westbound approach on Ethanac Road to include partial clover leaf design. Configuration would be improved from one left-turn and two thru lanes to consist of two thru lanes and one free right-turn lane. I-215 NB Ramp (NS) at Ethanac Road (EW) Reconfigure interchange for eastbound approach on Ethanac Road to include partial cloverleaf design. Configuration should be improved from one left-turn and one thru lane to consist of two thru lanes and one free right-turn lane. Widen westbound approach on Ethanac Road from one thru/right-turn lane to consist of two thru lanes and one free right-turn lane. I-215 SB Ramp (NS) at McCall Boulevard (EW) Widen eastbound McCall Boulevard approach from two thru lanes and one right-turn lane to consist of three thru lanes and one right-turn lane. Reconfigure interchange for westbound McCall Boulevard approach from one left-turn lane and two thru lanes to consist of two thru lanes and one free right-turn lane. I-215 NB Ramp (NS) at McCall Boulevard (EW) Reconfigure interchange for eastbound approach on McCall Boulevard to include partial cloverleaf design. Configuration should be improved from one left-turn and two thru lanes to consist of three thru lanes and one free right-turn lane. Widen westbound approach on McCall Boulevard from two thru-lanes and one free right-turn lane to consist of three thru lanes and one free right-turn lane. Improvement would require reconfiguration of SB ramps to include partial cloverleaf design and removal of westbound left turn lane on bridge.			

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
		Widen northbound approach on I-215 NB Ramp from one left-turn/thru lane and one right-turn lane to consist of one left-turn lane, one left-turn/right-turn lane, and one right-turn lane. Menifee Road (NS) at SR - 74 (EW) Restripe northbound approach on Menifee Road from one left-turn/thru-lane and one right-turn lane, to consist of one left-turn lane, one thru-lane, and one right-turn lane. Widen eastbound approach on SR-74 from one left-turn, one thru lane and one thru/right-turn lane, to consist of one left-turn lane, two thru-lanes, and one right-turn lane. Widen southbound approach on Menifee Road from one left-turn/thru/right-turn lane to consist of one left-turn lane, and one thru/right-turn lane and align the northbound receiving lanes (north leg) with the through travel lanes from the south leg of the intersection. Menifee Road (NS) at McCall Boulevard (EW) Widen northbound approach on McCall Boulevard from one left-turn lane, two thru lanes, and one right-turn lane, to consist of two left-turn lanes, two thru lanes, and one right-turn lane. Widen southbound approach on McCall Boulevard from one left-turn lane, one thru lane, and one thru/right-turn lane, to consist of one left-turn lane, two thru lanes, one thru/right-turn lane, and one right-turn lane. Install right turn overlap phasing for the southbound approach on McCall Boulevard. Widen eastbound approach on McCall Boulevard from two left-turn lanes, one thru lane, and one thru/right-turn lane, to consist of two left-turn lanes, two thru lanes, and one right-turn lane. Install right turn overlap phasing for the eastbound approach on McCall Boulevard. <u>Roadway Segment Improvements</u>			

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Impact After Mitigation
		Menifee Road: Watson Road to SR-74. Widen roadway to general plan buildout classification of 6-lane Expressway. SR-74: McCall Boulevard to Menifee Road. Widen roadway to general plan buildout classification of 6-lane Expressway. (See Table included in **MM-TR-2** below.)			
		MM-TR-3 Provide on-site and internal bicycle and pedestrian pathways that allow for direct and convenient non-motorized access between the residential and commercial planning areas within the Project site.	*Prior to the issuance of a the 1st certificate of occupancy*	*Project developer*	*Less than significant*
		MM-TR-4 Provide secure on-site bicycle storage or cages for the residential uses.	*Prior to the issuance of a the 1st certificate of occupancy*	*Project developer*	*Less than significant*
		MM-TR-5 Provide convenient/highly visible on-site bicycle parking racks for the commercial uses.	*Prior to the issuance of a the 1st certificate of occupancy*	*Project developer*	*Less than significant*
		MM-TR-6 Provide an enhanced bus stop along SR-74, adjacent to the site, with a bus shelter, benches and bus turnout.	*Prior to the issuance of a the 1st certificate of occupancy*	*Project developer*	*Less than significant*
		MM-TR-7 A final traffic study shall be conducted once detailed site plans are prepared and prior to issuing building permits to ensure all plans are to City of Menifee traffic impact analysis standards.	*Prior to issuing building permits*	*Project developer*	*Less than significant*
Tribal Cultural Resources	*Not applicable*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Cultural Resources	*Not applicable*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Utilities and Service Systems	*Not applicable*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*
Wildfire	*Not applicable*	*Mitigation not required*	*Not applicable*	*Not applicable*	*Mitigation not required*

Table in MM-TR-2:

The calculated Project fair share contributions[1, 2] are:

Intersection	Existing Traffic		Cumulative Condition with Project		Total Growth		Project Trips		Project % of Growth in Traffic	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
9. Palomar Road (NS) at Matthews Road (EW)	898	548	1,728	1,766	830	1,218	69	118	8.31%	9.69%
13. Briggs Road (NS) at SR-74 (EW)	2,870	2,565	3,748	3,580	878	1,015	68	117	7.74%	11.53%

[1]The Project percent growth in traffic represents the project's percent contribution to existing conditions in traffic at an intersection during peak hours for Cumulative Condition.
[2]Fair share is calculated for intersections and roadways where a significant impact has been identified and the facility/improvement is not covered via the TUMF program.

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CHAPTER 2 – INTRODUCTION

2.1 PROJECT OVERVIEW

The Romola General / Malaga 74, LLC (Project proponent) proposes to implement a Specific Plan (SP) Amendment to the Menifee North Specific Plan No. 260 (SP 260, A3) entitled Palomar Crossings, and herein called the Project. The Project is located in the City of Menifee, Riverside City, California.

SP260, A3 proposes the following modifications to the Specific Plan Land Use Plan Planning Areas (PA):

- Planning Area 11 (PA11) would be realigned along its southern boundary and re-designated from Business Park land uses to Very High Density Residential and would be split into two (2) subareas, 11A and 11B. Subarea 11A has an area of 19.56 acres and is located west of Junipero Road. Subarea 11B has an area of 9.79 acres and is located east of Junipero Road and will include a portion of the existing Southern California Edison (SCE) easement that had not previously been given a specific planning area designation.

- Planning Area 12 (PA12) would be realigned to a newly created area between PA11 and PA13 and re-designated from the current Business Park and Commercial Business Park land use to Commercial / Very High Density Residential land uses. Two (2) subareas are proposed, 12A and 12B. Subarea 12A has an area of 6.14 acres and is located west of Junipero Road. Subarea 12B has an area of 3.06 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 13 (PA13) would be realigned along its northern boundary and re-designated from Commercial Business Park to Commercial and would be split into two (2) subareas, 13A and 13B. Subarea 13A has an area of 10.23 acres and is located west of Junipero Road. Subarea 13B has an area of 5.19 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 14 (PA14) would retain a Commercial designation but would be reduced in acreage from 11.7 to 9.27 by redistributing areas into Planning Areas 12B and 13B.

Reference **Figure 2-1*, Existing and Proposed Land Uses***.

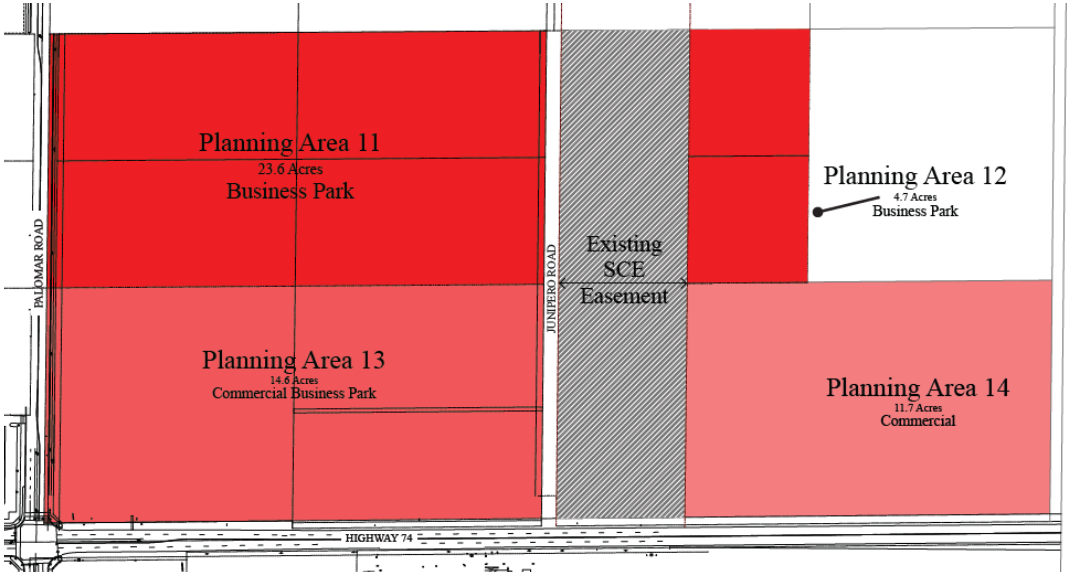
The Project site is bounded as follows: Menifee North Specific Plan (MNSP) Planning Area (PA) 9 and PA10 to the immediate north (currently vacant land) and some Rural Residential uses to the north of PA9 and PA10; Business Park/Light Industrial and Public/Quasi-Public Facilities Districts to the south (currently vacant land, manufacturing uses and substation for Southern California Edison south of Highway 74); MNSP PA 16 to the east (currently , Rural Residential uses, and vacant land to the east beyond Menifee Road); and Palomar Road to the immediate west and MNSP PA7A, PA7B, and PA8 (currently vacant land and some commercial uses) to the west of Palomar Road. Reference **Figure 2-2, *Vicinity Map***.

The Project site is currently vacant. The surrounding area is a mix of single-family residential, commercial, and industrial land uses.

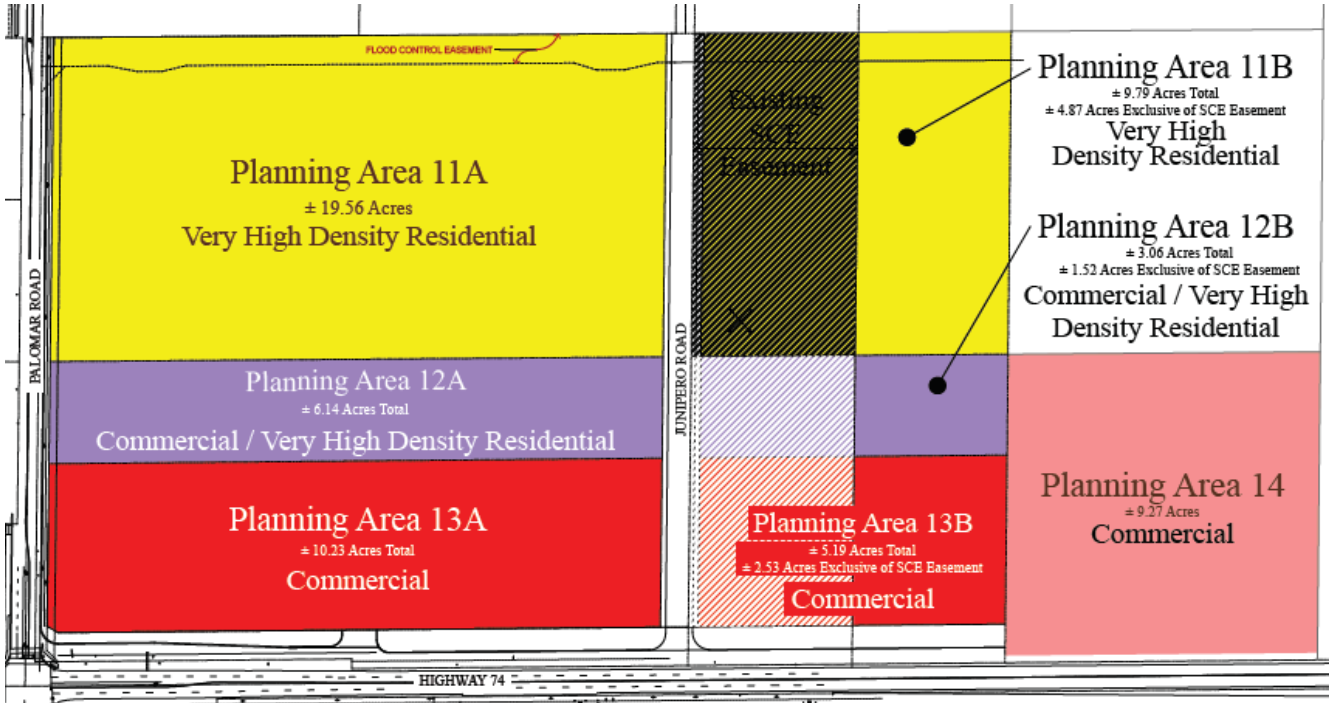
Reference **Figure 2-3**, ***Aerial Photo***.

The entitlements required to permit the development of the Project are the Specific Plan Amendment, or Planning Application No. 2010-090 – Menifee North Specific Plan 260, Amendment No. 3 – "Palomar Crossings". No development would be permitted based on the SPA. Possible future entitlements may include, but not be limited to Plot Plans, Tract and Parcel Maps, and Conditional Use Permits.

Figure 2-1
Existing and Proposed Land Uses



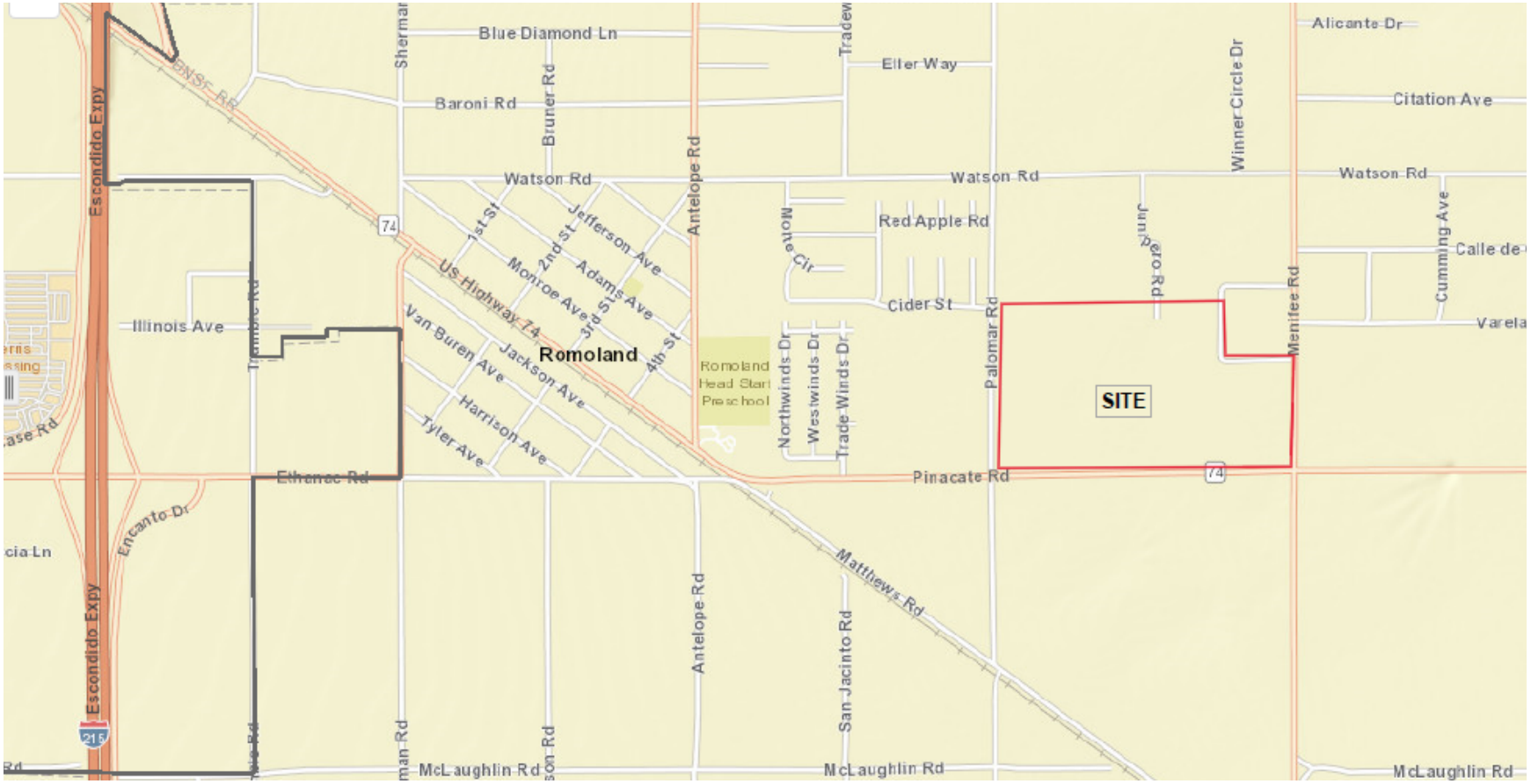
EXISTING



PROPOSED

Source: Menifee North SPA (**Appendix K**)

Figure 2-2
Vicinity Map



Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

Figure 2-3
Aerial Photo

North

Existing Land Use: Vacant land and some rural residential uses

Zoning: SP Zone and Residential Agricultural (R-A)

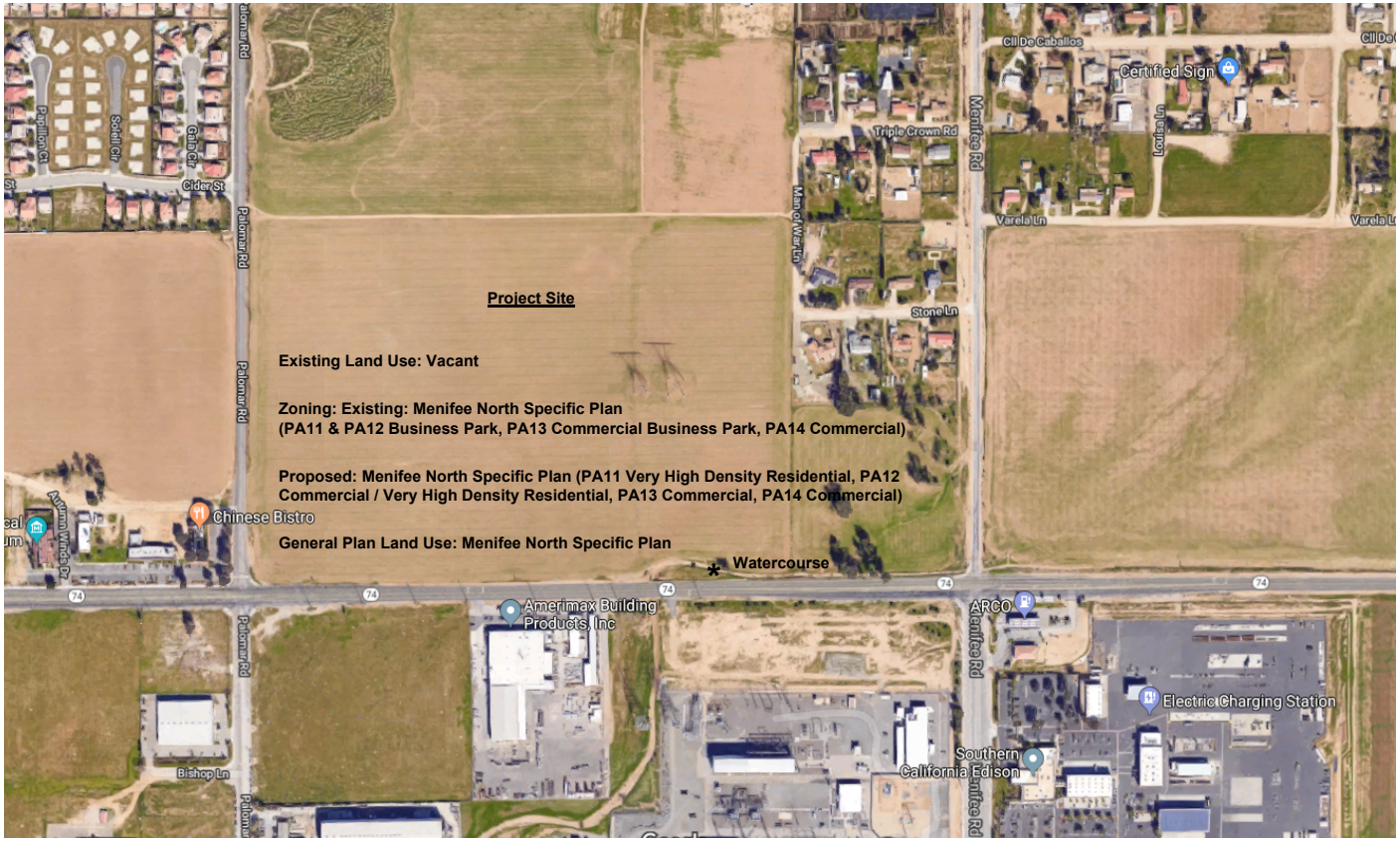
General Plan Land Use: Menifee North Specific Plan and Rural Residential (RR1)

West

Existing Land Use: Palomar Road to the immediate west, vacant land, some commercial uses

Zoning: SP Zone

General Plan Land Use: Menifee North Specific Plan



East

Existing Land Use: Menifee Road, rural residential uses, and vacant land

Zoning: SP Zone and Light Agriculture (A-1)

General Plan Land Use: Menifee Valley Ranch Specific Plan, Residential (2.1-5R), and Rural Residential (RR1)

Source: Google Maps May 2018

South

Existing Land Use: Highway 74 to the immediate south and business park and public facilities uses south of Highway 74

Zoning: Manufacturing - Medium (M-M) and Rural Residential (R-R)

General Plan Land Use: Business Park (BP) and Public Facilities (PF)

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2.2 PURPOSE AND USE OF AN EIR

2.2.1 Program EIR

This Environmental Impact Report (EIR) will serve as a Program EIR (EIR) pursuant to *CEQA Guidelines* Section 15168, which states that:

> "*A Program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:*
>
> *(1) Geographically,*
> *(2) As logical parts in the chain of contemplated actions,*
> *(3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or*
> (4) *As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.*"

This EIR analyzes the proposed Project under CEQA at a program level for the entire Project, which consists of approximately 64 acres of development under SP 260, A3. The proposed Project would include a mix of residential, commercial, open space, and recreational uses. As a worst-case assumption, the proposed Project would be implemented over several years commencing in 2020. This EIR has been prepared as a Program EIR for the following reasons:

- The proposed Project would be implemented over a moderately geographic area, of approximately 64 acres.
- Final grading and construction plans and details have not been developed for each planning area, as of yet.

A worst-case construction scenario was developed to analyze construction impacts throughout this EIR.

Subsequent activities associated with implementation of the Specific Plan would be evaluated for compliance with CEQA in light of this EIR to determine whether additional environmental documentation must be prepared. Specifically, if Tentative Tract Maps, improvement plans, or other discretionary approvals associated with implementation of the Specific Plan are submitted and proposed, the environmental impacts of implementing those maps, plans, and approvals will be compared against the analysis set forth in this EIR and CEQA's mandates for subsequent and/or supplemental environmental review.

2.2.2 Uses of this EIR

The City is serving as the Lead Agency for the California Environmental Quality Act (CEQA) compliance purposes based on its responsibility to approve the proposed Project.

CEQA was adopted to assist with the goal of maintaining the quality of the environment for the people of the State. Compliance with CEQA, and with its implementing guidelines, requires the

agency making a decision on a project to consider the potential environmental effects/impacts of the project before granting any approvals or entitlements.

CEQA also requires the consideration of (i) a reasonable range of alternatives to the project or project location that could feasibly attain most of the basic project objectives and avoid or substantially lessen any of the significant environmental impacts and (ii) feasible measures that could minimize significant adverse impacts of the Project. (*CEQA Guidelines* §§ 15126.6 and 15126.4).

Thus, the Lead Agency, here the City of Menifee, must examine feasible alternatives and identify feasible mitigation measures as part of the environmental review process.

CEQA also states "that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof." (*Public Resources Code* §21002*).*

As applied to the Project, the City, as Lead Agency, is required to focus on and identify potential site specific environmental impacts associated with implementing the Project. Where potential significant impacts are identified, the City must determine whether there are feasible mitigation measures or alternatives that can be implemented to avoid or substantially lessen the potential significant environmental effects.

The first step in this process is the completion of an Initial Study (IS) to determine whether an EIR is required, and if an EIR is required, to issue a Notice of Preparation (NOP).

Based on the information in the IS, the City concluded that the Project, as proposed, might cause significant impacts to portions of fifteen (15) issue areas (as identified in the Project Initial Study (IS – Subchapter 8.3, *Initial Study*). Additionally, while the IS did not identify any significant impacts to cultural resources, based on the City of Menifee's on-going discussions with the Pechanga Band of Luiseño Indians during consultation pursuant to Assembly Bill 52 and Senate Bill 18, the City has decided that this Subchapter will be included in the DEIR. Therefore, portions of the following sixteen (16) issue areas will be addressed in this DEIR:

- Subchapter 4.2: Aesthetics;
- Subchapter 4.3: Air Quality;
- Subchapter 4.4: Energy;
- Subchapter 4.5: Greenhouse Gas Emissions;
- Subchapter 4.6: Hazards and Hazardous Materials;
- Subchapter 4.7: Hydrology and Water Quality;
- Subchapter 4.8: Land Use and Planning;
- Subchapter 4.9: Noise;
- Subchapter 4.10: Population and Housing;
- Subchapter 4.11: Public Services;
- Subchapter 4.12: Recreation;
- Subchapter 4.13: Transportation;
- Subchapter 4.14: Tribal Cultural Resources;
- Subchapter 4.15: Cultural Resources;

- Subchapter 4.16: Utilities and Service Systems; and
- Subchapter 4.17: Wildfire.

Based on the information in the IS, the City concluded that the Project, as proposed, would have no impact, a less than significant impacts, or less than significant impact to the following issue areas, and therefore, no additional analysis would be required in the DEIR:

- Agriculture and Forestry Resources;
- Biological Resources;
- Geology and Soils; and.
- Mineral Resources

The second step is to determine whether an Environmental Impact Report (EIR) is required; and if it is, to issue a Notice of Preparation (NOP) to notify the Office of Planning and Research that an EIR will be prepared, and solicit comments regarding the project from Responsible, Trustee and federal Agencies. (*CEQA Guidelines* §15375.)

The City prepared and circulated a NOP for the Project. The NOP public review period began on February 26, 2019 and ended on March 27, 2019. Respondents were asked to send their input as to the scope and content of the environmental information and issues that should be addressed in the Project DEIR no later than 30 days after receipt of the NOP. The City's "Notice of Scoping Meeting & Preparation of a Draft Environmental Impact Report," is contained in Subchapter 8.1, *Notice of Preparation / NOP Distribution List*, of this DEIR.

The State Clearinghouse distributed the NOP (SCH #2019029123) to interested agencies, and the City distributed the NOP to additional interested agencies and to surrounding property owners within a 600' radius. The NOP distribution list and the surrounding property owners list are contained in Subchapter 8.1, *Notice of Preparation / NOP Distribution List*, of this DEIR.

The City held a Scoping Meeting on Monday, March 11, at 6:00 p.m., at the Motte Historical Museum, Upstairs, 28380 Highway 74, Menifee, CA 92585, on the 1st Floor (the NOP indicated that the meeting would be upstairs, however, it was held downstairs to accommodate any persons with disabilities). The date, time, and location of the scoping meeting was announced in the NOP.

2.2.3 Summary of Responses to the NOP

Seven (7) written responses were submitted in response to the NOP. No comments were provided at the were raised at the scoping meeting that were germane to the EIR. Subchapter 8.2, *NOP Comment Letters* includes a copy of each NOP comment letter received during the comment period.

All comments (written and oral) are summarized below, with a reference to where the issue will be addressed in Chapter 4, *Environmental Impact Evaluation*, is provided below.

Comment Letters

***Comment Letter #1*: State of California Governor's Office of Planning and Research (dated 02/22/2019):**

- This letter documents the State Clearinghouse's submittal of the Notice of Preparation (NOP) for the proposed Project (SCH #2019029123) to thirteen (13) state agencies on February 22, 2019 and advises the recipients that responsible agencies have 30 days from the date of receipt to review and comment on the scope and content of the NOP.

These comments are informational and do not require any response.

***Comment Letter #2*: Native American Heritage Commission (dated 03/06/19):**

This letter contains the following comments pertaining to tribal cultural resources:

- The lead agency (City) must consult with all Tribes that are traditionally and culturally affiliated with the Project's geographical area as early as possible to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.
- Utilize the CEQA Guidelines for consultation pursuant to Assembly Bill 52 (AB52).
- Utilize CEQA Guidelines for consultation pursuant to Senate Bill 18 (SB18).
- Utilize the following recommendations for Cultural Resources Assessments:
  - Contact the appropriate regional California Historical Research Information System Center for an archaeological records search.
  - Conduct an archaeological inventory survey, if required, and submit report per requirements.
  - Contact Native American Heritage Commission for a Sacred Lands File search and for a Native American Tribal Consultation List to inform consultation and plan for avoidance, preservation in place, or failing both, mitigation.

These comments will be addressed in Subchapter 4.13, Tribal Cultural Resources.

In addition, as stated in Section 5, Cultural Resources of the Initial Study:

- The proposed Project will not cause an adverse change in the significance of a historical resource and impacts to historic resources are not anticipated. No impacts are anticipated.
- The Project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. Any impacts will be less than significant with adherence to **Standard Conditions SC-CUL-1** through **SC-CUL-8**.
- The Project will not disturb any human remains, including those interred outside of formal cemeteries. Any impacts will be less than significant with adherence to **Standard Condition SC-CUL-1**.

No additional analysis will be required in the EIR.

***Comment Letter #3*: Department of Toxic Substances (DTSC) (dated 03/14/19):**

This letter contains the following comments pertaining to hazards and hazardous materials:

- The Project proposes to modify current land uses.
- The site was used previously for agricultural purposes; MM-HAZ-1 requires monitoring during ground disturbance activities and remediation if pesticides are present.
- The DTSC is unsure if soil investigations will be conducted prior to any ground disturbance activities and recommends a mitigation measure to ensure that a workplan be prepared in accordance with DTSC's Interim Guidance for Sampling Agricultural Properties.
- Any environmental investigation shall be conducted under a workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous cleanup.

Mitigation Measure MM-HAZ-1 addresses the comments raised in Letter #3. No additional analysis will be required in the EIR.

***Comment Letter #4:* Riverside County Fire Department Strategic Planning Office of the Fire Marshal (dated 03/19/19):**

This letter contains the following comments pertaining to public services/fire:

- The Project will result in an increase in high-density residential and will contribute to a cumulative adverse impact on the Fire Department's ability to provide an acceptable level of service. These impacts include an increased number of emergency and public service calls due to the increased presence of structures, traffic and population. Future development of these additions will be subject to Development Impact Fees and/or capital improvements. Please note that the nearest fire station is a county funded station and will be primarily responsible for the increase in calls.
- While Development Impact Fees (DIF) might assist in the one-time mitigation for capital projects, considering ongoing governmental funding challenges, we encourage the Environmental Impact Report to thoroughly review and determine if mitigations are necessary for ongoing fiscal impacts to our operational services.

These comments will be addressed in Subchapter 4.10, Public Services.

***Comment Letter #5:* South Coast Air Quality Management District (SCAQMD) (dated 03/19/19):**

This letter contains the following comments pertaining to the analysis of air quality and greenhouse gas emissions:

- Send directly to SCAQMD for review: the DEIR, the technical appendices for Air Quality (AQ) and Greenhouse Gases (GHG), including electronic versions of all air quality modeling and health risk assessment files, emission calculation spreadsheets and modeling input/output files.
- Use the SCAQMD CEQA Handbook and CalEEMod land use emissions software to forecast Project emissions.

- Quantify criteria pollutant emissions and compare the results to SCAQMD's regional pollutant emissions significance thresholds to determine air quality impacts.
- SCAQMD staff recommends that, prior to approving the project, Lead Agencies consider the impacts of air pollutants on people who will live in a new project and provide mitigation where necessary.
- The Lead Agency should identify any potential adverse health risk impacts using its best efforts to find out and a good-faith effort at full disclosure in the CEQA document. SCAQMD staff recommends that the Lead Agency conduct a health risk assessment (HRA) to disclose the potential health risks to the residents in the Draft EIR.
- The SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.
- In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project.
- The Proposed Project is located in proximity to Highway 74. Many strategies are available to reduce exposure, including, but are not limited to, building filtration systems with Minimum Efficiency Reporting Value (MERV) 13 or better, or in some cases, MERV 15 or better is recommended.
- In the event that enhanced filtration units are installed at the Proposed Project either as a mitigation measure or project design feature requirement, SCAQMD staff recommends that the Lead Agency consider the limitations of the enhanced filtration. Additionally, if enhanced filtration units are installed at the Proposed Project, and to ensure that they are enforceable throughout the lifetime of the Proposed Project as well as effective in reducing exposures to DPM emissions, SCAQMD staff recommends that the Lead Agency provide additional details regarding the ongoing, regular maintenance, and monitoring of filters in the Draft EIR.
- In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts.
- If the Project generates significant adverse air quality impacts, discuss a reasonable range of potentially feasible alternatives in sufficient detail to allow a meaningful evaluation, analysis and comparison with the Project. Include a "no project" alternative, and alternatives to the Project or its location that will avoid or substantially lessen any significant effects.
- If the Project requires a permit from the SCAQMD, identify SCAQMD as a Responsible Agency under CEQA.

These comments will be addressed in Subchapter 4.3, Air Quality, and in Subchapter 4.5, Greenhouse Gas Emissions.

***Comment Letter # 6*: Southern California Association of Governments (dated 03/27/19):**

This letter contains comments pertaining to transportation, air quality, and land use compatibility impacts:

- Southern California Association of Governments (SCAG) is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities.
- SCAG reviews EIRs for Projects of regional significance for consistency with regional plans pursuant to CEQA and the CEQA Guidelines.
- SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for the preparation of the Regional Transportation Plan (RTP), including the Sustainable Communities Strategy (SCS).
- SCAG has reviewed the NOP for the Project.
- SCAG asks that environmental documentation be mailed to SCAG's office in Los Angeles or emailed to the contact information in the letter.
- The Lead Agency has the sole discretion in determining a local project's consistency with the RTP/SCS.
- SCAG recommends preparing an analysis that compares the Project side-by-side with SCAG's 2016 RTP/SCS Goals to determine whether the Project is consistent, inconsistent or in-applicable with the regional goals.
- A wide range of land use and transportation strategies are included in the 2016 RTP/SCS.
- Adopted demographics and growth forecasts (population, households and employment) are provided for the SCAG Region and for unincorporated Riverside City for the years 2020, 2035, and 2040.
- The Final Program EIR for the 2016 RTP/SCS includes a list of project-level performance-based mitigation measures that are applicable and feasible. These mitigation measures may be considered by the City for adoption and implementation.
- The City as Lead Agency is responsible for assigning project-level mitigation to meet project-level performance standards for each CEQA resource category.

These comments will be addressed in Subchapter 4.3, Air Quality, Subchapter 4.7, Land Use and Planning, and in Subchapter 4.12, Transportation.

***Comment Letter # 7*: Valley-Wide Recreation and Park District (Valley-Wide) (dated 03/27/19):**

This letter contains comments and recommended conditions regarding recreation and landscaping:

- This project is located within Valley-Wide's sphere of influence. Valley-Wide respectfully requests that the City impose the following conditions during the entitlement process of the project to address project impacts on parks, recreation, and open-space:
  - The project shall annex into Valley-Wide's Menifee North Park Community Facilities District for landscape maintenance of all parkways, parks, detention basins, and other open-space lots located within Valley-Wide's boundaries.
  - All landscaped areas, including parks, shall be constructed per Valley-Wide standards, and all areas of proposed landscape maintenance shall be identified as a numbered or lettered lot. Each of these lots shall be either dedicated in fee to Valley-Wide or made subject to an easement to Valley-Wide for open-space landscape maintenance.
  - Prior to any Tentative Tract Map approval, a Preliminary Maintenance Exhibit (PME) shall be reviewed and approved by Valley-Wide.

  - Prior to any Tentative Tract Map approval, a Preliminary Park Concept (PPC) shall be reviewed and approved by Valley-Wide.
  - Prior to map recordation, a park agreement for construction of parks between the developer and Valley-Wide shall be executed.
- The developer will be required to provide 9.6 acres of active, useable park built to Valley-Wide's standards. Project approvals should expressly require this.
- The Initial Study assumes that any proposed specific plan amendments would not impact the 12.5 Acre Community Park (PA 10) shown on the previously approved Specific Plan No. 260 Amendment No. 2, Substantial Conformance No. 1.; please ensure that this is so.
- To best address the issues raised above, Valley-Wide encourages the developer to contact them directly regarding the development of this Project, to ensure that Valley-Wide standards are met.

These comments will be addressed in Subchapter 4.11, Recreation.

Scoping Meeting Commenters

There was one (1) attendee at the March 11, 2019 Scoping meeting. No comments germane to the EIR were raised at this meeting.

CEQA requires the City to consider the environmental information in the Project record, including this DEIR, before making a decision on the proposed Project. The City must consider and decide to approve, modify, or reject the Project, as proposed and described in Chapter 3, *Project Description*, of this DEIR.

This DEIR addresses all of the issue areas identified in the IS and provides information about the potential environmental impacts of implementing the Project for use by the City, interested and responsible agencies and parties, and the general public.

The City will serve as the CEQA Lead Agency pursuant to the *CEQA Guidelines* §15051(b)(1). The DEIR for the Project was prepared by Matthew Fagan Consulting Services, Inc. (MFCS), who was retained to help the City conduct the environmental review of the Project required by CEQA.

The City has conducted an independent review of the contents of the Project DEIR and concurs in the conclusions and findings contained herein.

2.3 SCOPE AND CONTENT OF THIS DEIR

As discussed in Section 2.2, implementation of the proposed Project will have the potential to cause significant adverse environmental impacts to portions of sixteen (16) issue areas. The City considered comments on the scope of the DEIR submitted during the NOP comment period and has determined that the DEIR does not need to be expanded to address and/or clarify these issues.

In addition to evaluating the environmental issue areas listed in previously in Section 2.2, this DEIR contains all of the information mandated by the CEQA and the State CEQA Guidelines. **Table 2-1, *Required DEIR Contents***, lists the contents required in a DEIR along with a reference

to the chapter and page number where these issues can be reviewed in the document. This DEIR includes two volumes. Volume 1 contains the CEQA mandated sections and Volume 2 contains the Project-specific technical appendices.

Table 2-1
Required DEIR Contents

Required Section (CEQA)	Section in DEIR	Page Number
Table of Contents (Section 15122)		ii
Summary (Section 15123)	Chapter 1	1-1
Introduction	Chapter 2	2-1
Project Description (Section 15124)	Chapter 3	3-1
Environmental Setting (Section 15125)	Chapter 4	4-1
Significant Environmental Impacts (Section 15126.2.a)	Chapter 4	4-1
Unavoidable Significant Environmental Effects (Section 15126.2.b)	Chapter 4	4-1
Mitigation Measures Proposed to Minimize Significant Effects (Section 15126.4)	Chapter 4	4-1
Cumulative Impacts (Section 15130)	Chapter 4	4-1
Alternatives to the Proposed Project (Section 15126.6)	Chapter 5	5-1
Growth-Inducing Impact (Section 15126.2.d)	Chapter 6	6-1
Irreversible Environmental Changes (Section 15126.2.c)	Chapter 6	6-1
Effects Found Not to be Significant (Section 15128)	Chapter 6	6-1
Organizations and Persons Consulted (Section 15129)	Chapter 7	7-1
Appendices	Chapter 8	8-1

2.4 DEIR FORMAT AND ORGANIZATION

This DEIR contains eight chapters in Volume 1, and an electronic set of technical appendices in Volume 2, which, when considered as a whole, provides an evaluation of the potential significant adverse environmental impacts associated with the proposed Project.

The following provides a summary of the content of each Chapter in Volume 1.

- **Chapter 1** contains the Executive Summary. This includes an overview of the proposed Project and a summary of potential adverse impacts and mitigation measures.

- **Chapter 2** provides an introduction to the document, including background information about the proposed Project, the purpose of the Project, and how the Project (including the environmental review) will be implemented (including the CEQA process to date and the scope of the DEIR).

- **Chapter 3** contains the Project Description, which is used to forecast environmental impacts. This chapter describes how the proposed Project may alter the existing environment and sets the stage for the environmental impact forecasts that follow.

- **Chapter 4** presents the environmental impact forecasts for the issues in the DEIR. For each

environmental issue identified in Sections 2.1 and 2.2, the following impact evaluation is provided:

- Potential impacts forecast to occur if the Project is implemented;
- Any proposed design features, code requirements, conditions of approval, and/or mitigation measures;
- A discussion of any Project unavoidable adverse impacts; and
- An analysis of cumulative impacts.

- **Chapter 5** contains the evaluation of alternatives to the proposed Project. Included in this section is an analysis of the No Project Alternative, and other Project alternatives.

- **Chapter 6** presents the topical issues CEQA requires in an EIR. These include any significant irreversible environmental changes and growth inducing impacts of the proposed Project.

- **Chapter 7** describes the resources used in preparing the DEIR. This includes persons and organizations contacted; a list of preparers; and the bibliography.

- **Chapter 8** contains those materials referenced as essential appendices to the DEIR, such as the Initial Study and the NOP. Technical Appendices are provided in Volume 2 of the DEIR, under separate cover on a CD. All Appendix materials are referenced at appropriate locations in the text of the DEIR.

2.5 AVAILABILITY OF THE DEIR

This DEIR has been distributed directly to all public agencies and interested persons on the City's NOP mailing list (see Subchapter 8.1, *Notice of Preparation / NOP Distribution List*), notified by the State Clearinghouse, as well as any other requesting agencies or individuals. All reviewers will be provided 45 days to review the DEIR and submit comments to the City for consideration and response.

The DEIR is available for public review and may be downloaded at the City's website at:

https://www.cityofmenifee.us/325/Environmental-Notices-Documents

The DEIR is also available for public review at the following locations during the 45-day review period:

Menifee City Hall
Community Development Department
29844 Haun Road
Menifee, CA 92586
951.672.6777

Sun City Library
26982 Cherry Hills Boulevard
Menifee, CA 92586
951.679.3534

2.6 REVIEW PROCESS

At the end of the DEIR review period, after receiving comments on the DEIR, the City will prepare a Final EIR for certification prior to making a decision on the Project. The contents of the Final EIR are governed by *CEQA Guidelines* §15132.

Information about the EIR public review period and the public hearings for the proposed Project can be obtained by contacting Mr. Manny Baeza, Senior Planner at the City of Menifee. Questions and comments submitted by mail should be addressed to:

Menifee City Hall
Community Development Department
Attention: Manny Baeza, Senior Planner
29844 Haun Road
Menifee, CA 92586
951.672.6777

Questions and comments may also be e-mailed to Manny Baeza at the following address:

mbaeza@cityofmenifee.us

Certain components of the Project may be subject to review and approval by other state agencies such as the filing of a Notice of Intent for a Construction Activity General Permit. Other public agencies whose approval of the DEIR may be required include:

- South Coast Air Quality Management District (AQMD);
- Riverside City Flood Control and Water Conservation District (RCFC&WCD);
- Eastern Municipal Water District (EMWD);
- Riverside Transit Agency (RTA);
- California Regional Water Quality Control Board (RWQCB)
- Caltrans District 8; and
- California Department of Fish & Wildlife Region 6.

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CHAPTER 3 – PROJECT DESCRIPTION

3.1 INTRODUCTION

The Romola General / Malaga 74, LLC (Project proponent) proposes to implement a Specific Plan (SP) Amendment to the Menifee North Specific Plan No. 260 (SP 260, A3) entitled Palomar Crossings, and herein called the Project.

This chapter contains a detailed description of the proposed Project with a focus on those characteristics and activities that may cause physical changes in the environment. The description contained in this Chapter provides a written summary of the proposed Project as it will be developed if the entitlements are approved by the City.

3.2 PROJECT OBJECTIVES

A project's objectives define the purpose or intent that a project proponent hopes to achieve by implementing a specific project. The following are the proposed Project's objectives, as outlined in the Menifee North Specific Plan No. 260:

- Provides a development plan of superior environmental sensitivity including a high quality of visual aesthetics, suppression of noise, protection of health and safety, and the promotion of community and region.

- Considers topographic, geologic, hydrologic, and environmental opportunities and constraints to create a design that generally conforms to the character of the land by retaining and utilizing basic, existing landforms, as much as possible.

- Reflects anticipated market needs and public demand by providing a range of housing types which will be marketable within the developing economic profile of the Southern Perris Valley Area as well as the County of Riverside.

- Provides residential uses with specific emphasis on employing natural and created open space for a heightened aesthetic environment.

- Provides direct and convenience access to clustered neighborhoods via a convenient and efficient circulation system.

- Provides additional employment opportunities for the current and future residents of the region and surrounding communities.

- Creates a unique residential character that provides for a distinct environment through architectural treatment, viewshed, and natural terrain.

3.3 PROJECT LOCATION

The Project is located in the City of Menifee, Riverside City, California.

The Project site is bounded as follows: Menifee North Specific Plan (MNSP) Planning Area (PA) 9 and PA10 to the immediate north and some Rural Residential uses to the north of PA9 and PA10; Highway 74 to the immediate south and business park and public facilities uses south of

Highway 74; Menifee Road, Rural Residential uses, and vacant land to the east; and Palomar Road to the immediate west and MNSP PA7A, PA7B, and PA8 to the west of Palomar Road.

The Project site is currently vacant. The surrounding area is a mix of single-family residential, commercial, and industrial land uses.

Reference **Figure 2-2, *Vicinity Map*** and **Figure 2-3**, ***Aerial Photo,*** provided previously in Chapter 2 of this DEIR.

The Residential Project is located in USGS 7.5-minute Romoland, California quadrangle, Section 11; Township 5 South; and Range 3 West.

3.3.1 Environmental Setting

The Project area is located in the northeastern portion of the City of Menifee, in western Riverside County. It is situated in a topographically diverse region that is defined by the Lakeview Mountains to the northeast, Double Butte to the southeast, Perris Valley to the southwest, and the San Jacinto River to the northwest. Much of the drainage in the vicinity of the subject property has been channelized, but historically, the drainage pattern has been in a westerly direction toward Perris Valley and ultimately, the San Jacinto River. For the most part, drainage is intermittent, occurring only as the result of seasonal precipitation.

Topographically, the subject property is comprised of a flat alluvial plain. Elevations range from a low of 1,465 feet above mean sea level (AMSL) at the southwestern corner of the property to a high of 1,495 feet AMSL at the northeastern property corner. A watercourse parallels the southern boundary of the property but does not represent a permanent source of water. Instead, this feature serves to contain intermittent drainage, primarily from irrigation run-off. A permanent source of water is not located within the Project boundaries.

3.4 PROJECT CHARACTERISTICS

3.4.1 Project Entitlements

As stated in Subchapter 3.1, the proposed Project includes an Amendment to the Menifee North Specific Plan No. 260 (SP 260, A3), on approximately 64 acres.

3.4.1.1 Specific Plan Amendment (SP 260, A3)

SP260, A3 proposes the following modifications to the Specific Plan Land Use Plan Planning Areas (PA):

- Planning Area 11 (PA11) would be realigned along its southern boundary and re-designated from Business Park land uses to Very High Density Residential and would be split into two (2) subareas, 11A and 11B. Subarea 11A has an area of 19.56 acres and is located west of Junipero Road. Subarea 11B has an area of 9.79 acres and is located east of Junipero Road and will include a portion of the existing Southern California Edison (SCE) easement that had not previously been given a specific planning area designation.

- Planning Area 12 (PA12) would be realigned to a newly created area between PA11 and PA13 and re-designated from the current Business Park and Commercial Business Park

land use to Commercial / Very High Density Residential land uses. Two (2) subareas are proposed, 12A and 12B. Subarea 12A has an area of 6.14 acres and is located west of Junipero Road. Subarea 12B has an area of 3.06 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 13 (PA13) would be realigned along its northern boundary and re-designated from Commercial Business Park to Commercial and would be split into two (2) subareas, 13A and 13B. Subarea 13A has an area of 10.23 acres and is located west of Junipero Road. Subarea 13B has an area of 5.19 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 14 (PA14) would retain a Commercial designation but would be reduced in acreage from 11.7 to 9.27 by redistributing areas into Planning Areas 12B and 13B.

The existing SCE easement is being included within Planning Areas 11, 12 and 13 in this amendment. Development will have to conform with all applicable SCE easement restrictions. The easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins, and for passive recreation uses. Reference **Figure 2-1*, Existing and Proposed Land Uses,*** provided previously in Chapter 2 of this DEIR.

Upon approval of SPA 260, A3, total dwelling unit count shall increase by 721 units, based on maximum potential dwelling units in Planning Areas 11 and 12. It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this DEIR. See **Table 3-1, *SPA260, A3 Land Use Summary***, for more details.

Table 3-1
SPA260, A3 Land Use Summary

Bold Entries are Added or Modified with Amendment 3 ~~Strikethru~~ Entries are for Planning Areas outside the City of Menifee

DESIGNATION	PLANNING AREA	ACREAGE WITHIN CITY OF MENIFEE	ACREAGE OUTSIDE CITY OF MENIFEE	TARGET DENSITY WITHIN CITY OF MENIFEE	DWELLING UNITS WITHIN CITY OF MENIFEE
RESIDENTIAL					
Medium – 7,200 SF min.	4	21.8		3.5	76
	5(1)	18.3		3.7	68
	6(1)	24.6		3.7	91
	9(1)	30.4		3.5	106
	15	10.6		3.0	32
	18	10.3		3.0	31
	~~41~~		~~34.3~~	~~3.5~~	
	~~45~~		~~74.8~~	~~3.5~~	
	~~46~~		~~20.9~~	~~3.7~~	
SUBTOTAL – MEDIUM - 7,200 SF MIN.		116.0	~~130.0~~	3.5	404
~~Medium – 6,000 SF min.~~	~~25~~		~~45.1~~	~~4.5~~	
	~~32~~(1)		~~21.8~~	~~4.5~~	
	~~35~~		~~19~~	~~4.5~~	
	~~37~~		~~20.6~~	~~4.5~~	
	~~40~~		~~60.4~~	~~4.5~~	
~~SUBTOTAL – MEDIUM - 6,000 SF MIN.~~			~~166.9~~	~~4.5~~	
Medium High – 5,000 SF min.	22	11.3		5.0	56
	~~24~~		~~22~~	~~5.0~~	
	~~33~~(1) (2)		~~57.7~~	~~4.5~~	
	~~34~~(1) (2)		~~75.2~~	~~4.5~~	
SUBTOTAL – MEDIUM HIGH - 5,000 SF MIN.		11.3	~~154.9~~	5.0	56
MEDIUM HIGH – 4,000 SF min.	7A	15.2		5.6	85
HIGH DENSITY – Garden Courts	7B	11.9		7.3	87
	23A	18.1		8.5	153
SUBTOTAL – HIGH DENSITY - Garden Courts		30.0		8.0	240
VERY HIGH DENSITY – 14.1 – 24 DU/AC	**11**	**24.43**		**24**	**586**
	12 (3)	**5.63**		**24**	**135**
SUBTOTAL – VERY HIGH DENSITY - 14.1 – 24 DU/AC		30.06		24	721
SUBTOTAL RESIDENTIAL		202.6	~~451.8~~	7.4	1506

(1) The maximum density may be increased to 6.0 du/ac with a 5,000 square foot lot minimum in either of the following two circumstances:
a. The project is designed for and restricted to senior citizen housing, or
b. The project is a mobile home park or mobile home subdivision
This standard applies to Planning Areas 5, 6, 9, 32, 33 and 34. If this option is elected, the maximum number of dwelling units shown in Table II may be exceeded up to a new maximum which is listed in the Planning Area description for the relevant Planning Area. The overall maximum number of dwelling units for the entire Specific Plan may not exceed 2,815.

(2) The density shown for this planning area is 4.5 du/ac even though the minimum lot size is 5,000 square feet. The overall number of units for this planning area is restricted to require that several neighborhoods of differing lot sizes be developed.

(3) PA 12A can be either maximum 67% residential or 100% commercial. PA 12B can be either maximum 100% residential or 100% commercial density; shown here is the maximum allowed (67% of 12A + 100% 12B) not including the area of the SCE Easement.

DESIGNATION	PLANNING AREA	ACREAGE WITHIN CITY OF MENIFEE	ACREAGE OUTSIDE CITY OF MENIFEE	TARGET DENSITY WITHIN CITY OF MENIFEE	DWELLING UNITS WITHIN CITY OF MENIFEE
NON-RESIDENTIAL					
Business Park	~~**11**~~	~~**19.0**~~		–	–
	~~**12**~~	~~**4.0**~~		–	–
	~~26~~		~~21.0~~	–	–
	~~28~~		~~12.6~~	–	–
	~~43~~		~~17.6~~	–	–
SUBTOTAL – BUSINESS PARK		0.0	~~51.2~~	–	–
Commercial	8	3.3		–	–
	12(5)	**7.66**			
	13(5)	**12.76**			
	~~**14**~~	~~**9.27**~~		–	–
	16	35.3		–	–
	17	34.4		–	–
	23B	23.7		–	–
	~~27~~		~~11.8~~	–	–
	~~29~~		~~8.1~~	–	–
	~~31~~		~~32.4~~	–	–
SUBTOTAL – COMMERCIAL		126.39	~~52.3~~	–	–
Mixed Use/Neighborhood Commercial	~~31A~~		~~18.8~~	–	–
Commercial/Business Park (3)	~~**13**~~	~~**14.6**~~		–	–
	19	36.0		–	–
	~~30~~		~~13.2~~	–	–
	~~44~~		~~10.4~~	–	–
	~~47~~		~~10.9~~	–	–
SUBTOTAL – COMMERCIAL/BUSINESS PARK		36.0	~~53.3~~	–	–
Industrial	2	121.1		–	–
	3	76.4		–	–
SUBTOTAL – INDUSTRIAL		197.5		–	–
Schools	21	8.7		–	–
	~~39~~		~~10.0~~	–	–
	~~42~~		~~10.0~~	–	–
SUBTOTAL – SCHOOLS		8.7	~~20~~	–	–
Community Parks	10	12.5		–	–
	20	12.0		–	–
	38(4)		~~5~~(4)	–	–
SUBTOTAL – COMMUMITY PARKS		24.5	~~9~~	–	–
~~Open Space~~	~~36~~			–	–
Fire Station	–			–	–
SUBTOTAL NONRESIDENTIAL		393.1	~~185.8~~		
PROJECT TOTALS		529.6	~~751.3~~		
Drainage Channels	–	15.9		–	–
Utility Easements/Existing Uses	–	111.4		–	–
Major Roadways	–	164.1		–	–

~~(4) Mini-parks are required in Planning Areas 24, 25, 32, 33, 35, and 37. Together these mini-parks add 4.0 acres of usable park area.~~
(5) Not including the area of the SCE Easement

Source: Menifee North SPA260, A3 (**Appendix K**)

3.4.2 Drainage and Water Quality

Drainage

The master drainage plan developed by the applicant during the original Specific Plan (SP 260) has been adopted by the Romoland/Homeland Area Drainage Plan and is now part of the plan. The Romoland/Homeland Area Drainage Plan (ADP) is a 17.7 square mile drainage area bounded by a divide in the Lake View Mountains to the east, Rouse Road and the Double Butte Mountains to the south, the San Jacinto River to the west, and Mapes Road to the north. The ADP encompasses unincorporated lands within the County of Riverside, portions of the City of Perris and portions of the City of Menifee. Currently, the area covered by the ADP is located within the Third and Fifth Supervisorial Districts and includes the communities of Homeland and Romoland.

The ADP is a financing mechanism used to fund construction of new or improved drainage facilities. ADP fees are imposed on new land development activity within the ADP area. The Subdivision Map Act requires that agencies imposing fees have a general drainage plan for the fee area, a special fund for the fees and an equitable distribution of the fees prior to implementation. Reference **Figure 3-1, *Drainage Exhibit***.

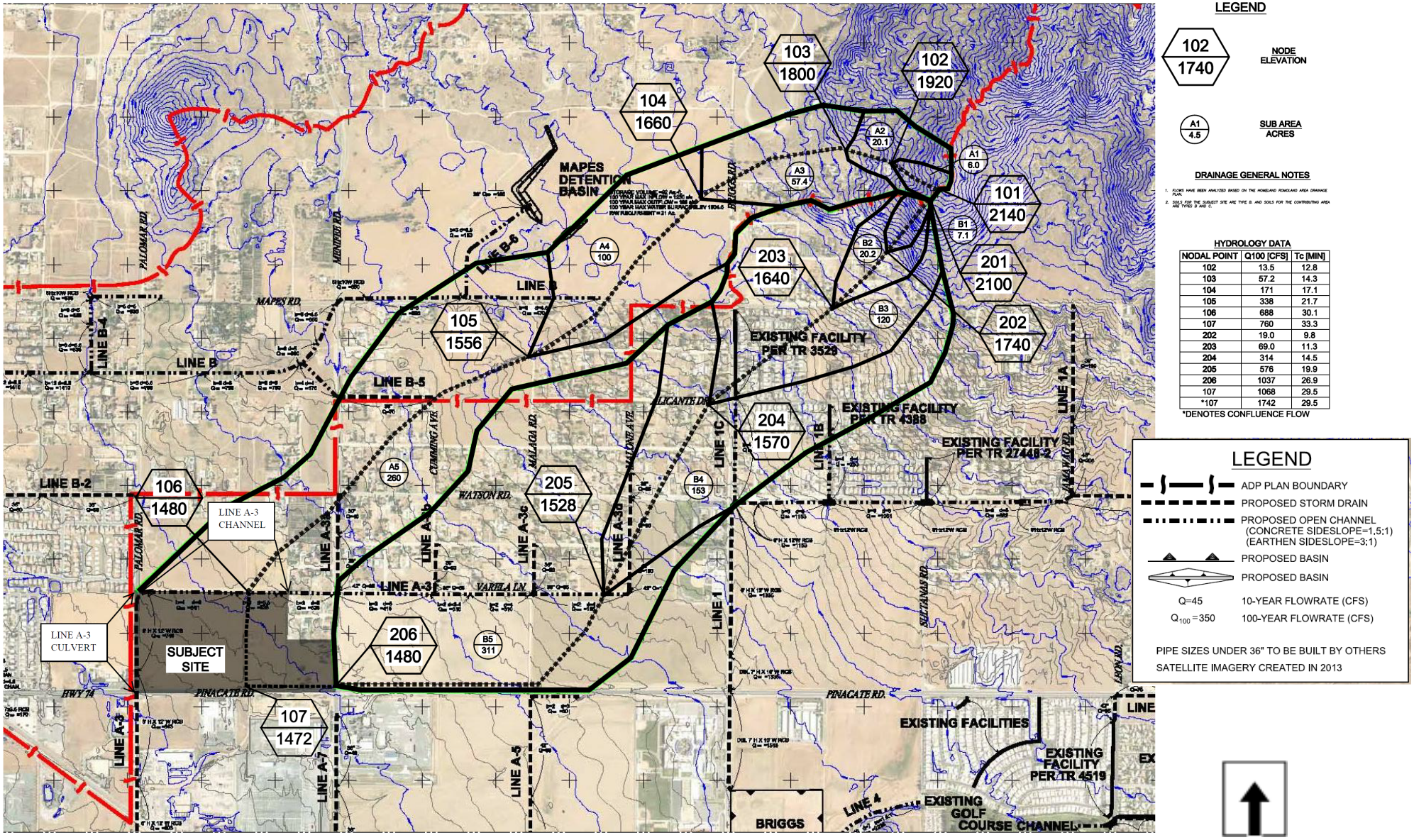
Figure 3-1 outlines the proposed storm drain system within the Project site. Off-site flows will be intercepted at existing drainage courses where possible, and if necessary, drainage swales will be constructed to concentrate all off-site drainage at proposed inlets on the north Project boundary.

Topographically, the Project site is comprised of a flat alluvial plain. Elevations range from a low of 1,465 feet AMSL at the southwestern corner of the Project site (PA13) to a high of 1,495 feet AMSL at the northeastern property corner (PA12). Therefore, existing site flows are generally from the northeasterly portion of the Project site to the southwesterly corner of the Project site.

The ADP anticipates the construction of storm drain facilities north of SP260 to reduce some of the run-off tributary to the north boundary of the Project. Since these off-site facilities are not constructed yet, SP260 is responsible to intercept the run-off at its existing conditions. Due to increased run-off in Lines A-3 and A-1, on-site retention basins are proposed in order to reduce flows to designed run-off per the ADP. Lines 1 and 4 will be constructed per the ADP. A portion of Line A within the SP260 area has already been built and will be utilized in the Specific Plan. On-site regional drainage facilities could be required if storm water exceeds street capacities. The actual size and location of the on-site storm drain system will be determined during design stage of on-site improvement plans. Segments of the ADP will be constructed by development, as development occurs in the area.

The construction of Line 1 will cause diversion of flows. This line discharges to proposed Line A per the Master Drainage Plan. The construction of Line A through the site also creates a diversion. A portion of Line A has already been built reaching nearly to Palomar Road; however, it has not yet been extended far enough east for the connection to the Briggs Road Basin and Line 1. The ADP is collecting fees within the ADP for these facilities, but before Line 1 can be constructed and used as an outlet, the extension of Line A and the Briggs Road Basin, would need to be in place. Similarly, the connection of Line A-3 to Line A would require additional infrastructure.

Figure 3-1
Drainage Exhibit



NODAL POINT	Q100 [CFS]	Tc [MIN]
102	13.5	12.8
103	57.2	14.3
104	171	17.1
105	338	21.7
106	688	30.1
107	760	33.3
202	19.0	9.8
203	69.0	11.3
204	314	14.5
205	576	19.9
206	1037	26.9
107	1068	29.5
*107	1742	29.5

Source: Preliminary Drainage Plan (**Appendix G**)

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Water Quality

The Project site is located within the Perris Valley Hydrologic 'Subarea of the San Jacinto Valley' Hydrologic Unit, which is part of the Santa Ana Drainage Province.

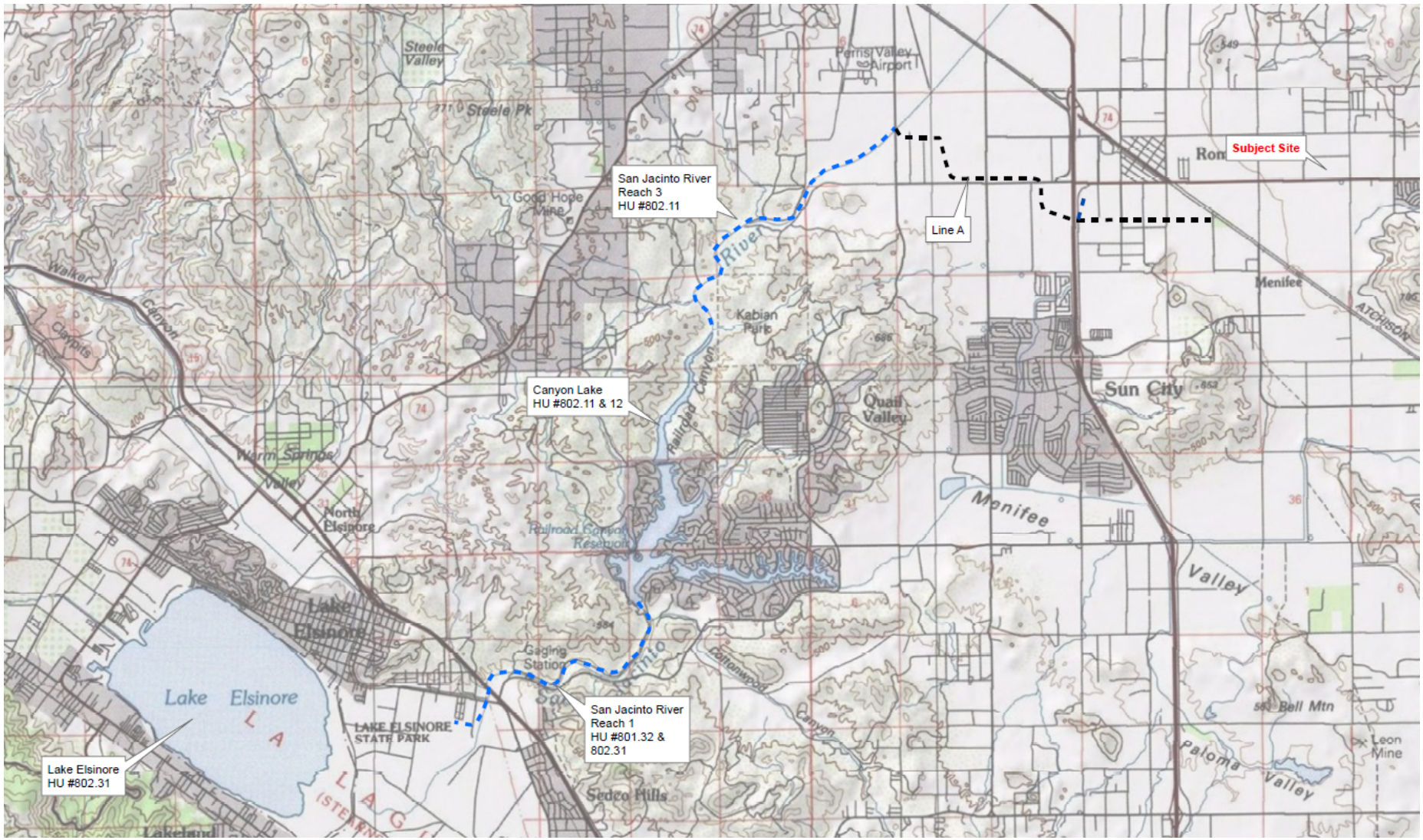
The Project area is within the purview of the Santa Ana Regional Water Quality Control Board. In compliance with Order No. R8-2010-0033, which the City of Menifee is a Co-Permittee, the Project will need to be designed to be in compliance with the Water Quality Management Plan, approved by the Water Quality Control Board October 22, 2012.

According to the *Preliminary Drainage Report for Palomar Crossing Specific Plan Amendment, Menifee, CA*, prepared by United Engineering Group, April 2018 (**Appendix G**), based on preliminary review of regional soil types, the Project site should exhibit varied poor to moderate infiltration rates. As such bio-retention and infiltration basins will be the preferred method of water quality treatment depending on the specific sites infiltration rates. Note the required minimum for infiltration is 1.6 inch/hour, so the sites will need to prepare detailed infiltration testing at the proposed locations of basins with site design to confirm viability of infiltration. Reference **Figure 3-1, *Drainage Exhibit.***

The Project site and area drains to the southwest into the Flood Control maintained “Homeland Romoland Line A”. From there it flows into the San Jacinto River Reach 3, Canyon Lake (Pollutants – Nutrients and Pathogens), into the San Jacinto River Reach 1, and finally into Lake Elsinore (Pollutants – Nutrients, Organics, PCB’s-Sediment Toxicity, Unknown Toxicity), Reference **Figure 3-2, *Receiving Water Map***.

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Figure 3-2
Receiving Water Map



Source: Project Engineer

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3.4.3 Circulation

Circulation design features will include traditional roadways for vehicular movement and trails for bicycle and pedestrian use oriented in such a way that residents and emergency vehicles both can access the Project area efficiently and safely and once arrived will be able to flow through the community.

Precise vehicular, bicycle, and pedestrian circulation within the Project is not available at this time, since the Project is a Specific Plan Amendment. Circulation will be reviewed and approved at the Tentative Map or Plot Plan level. Internal traffic-calming measures, such as speed limit signs and stop signs, will be proposed to improve the overall safety of circulation within the Project.

The main circulation roads for the Project site are Highway 74, Menifee Road, Palomar Road, and Junipero Road.

3.4.3.1 Highway 74

Highway 74 is classified as an "Expressway" (6-8 lanes, divided) on the City of Menifee General Plan Roadway Network. According to **Figure 3-3, *General Plan Roadway Cross-Sections***, an Expressway can vary with either a 6 or 8 lane roadway that has either a 200' or a 216' right-of-way (ROW), a 152' maximum of pavement, a 14' to 40' raised or graded median, and a 12' to 32' wide parkway on both sides of the roadway. Highway 74 currently has an existing 118' of ROW west of Antelope Road and 200'-216' of ROW east of Antelope Road.

3.4.3.2 Menifee Road

Menifee Road is classified as an "Urban Arterial" (6 lanes, divided) on the City of Menifee General Plan Roadway Network. According to **Figure 3-3, *General Plan Roadway Cross-Sections***, an Urban Arterial 6 lane divided roadway is 6 lane roadway that has a 152' ROW, a 110' maximum of pavement, a 14' raised median, and a 12' to 21' wide parkway on both sides of the roadway. Menifee Road currently has an existing 152' of ROW.

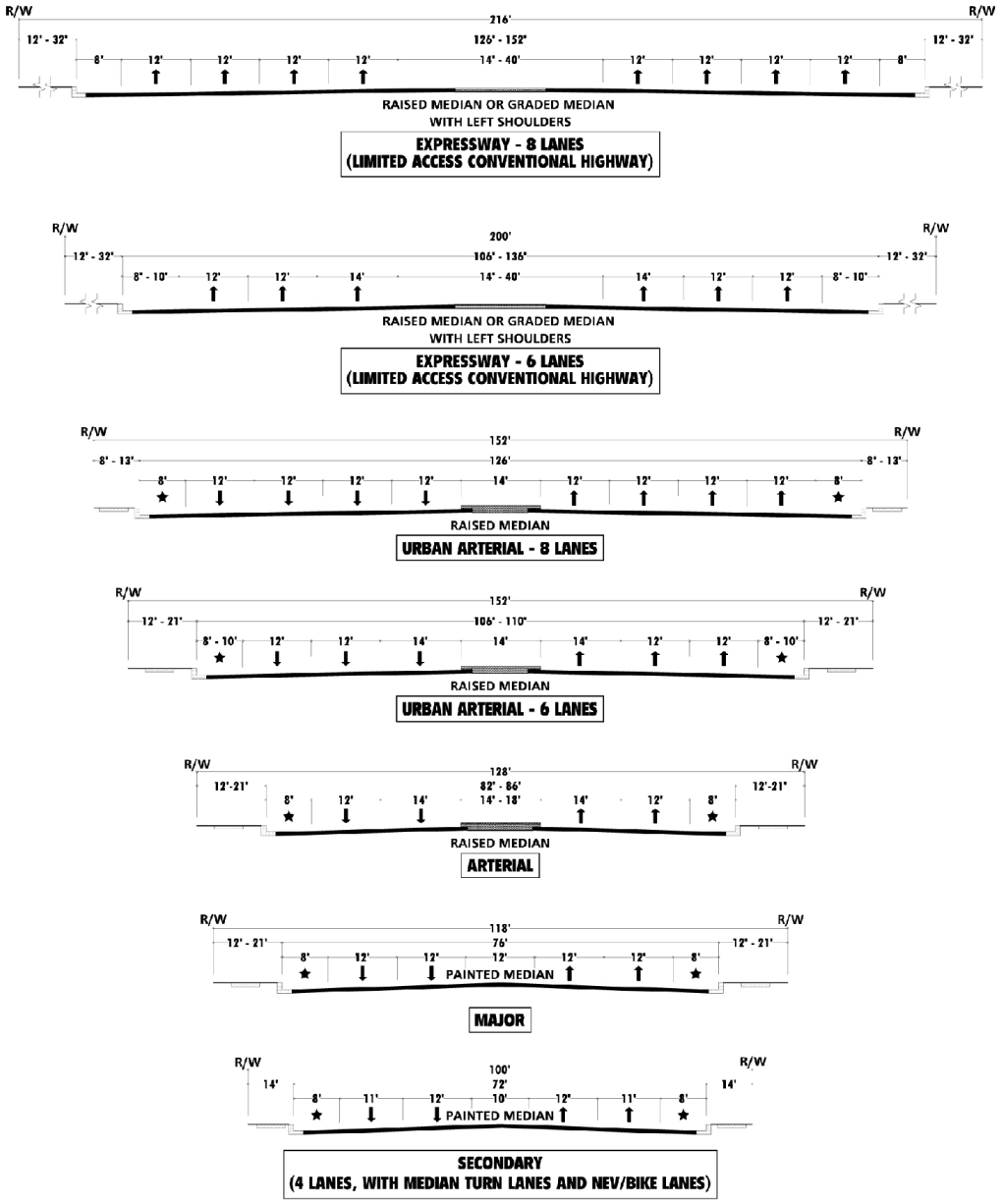
3.4.3.3 Palomar Road

Palomar Road is classified as a "Collector/Interconnected Local" (2 lanes) on the City of Menifee General Plan Roadway Network. According to **Figure 3-3, *General Plan Roadway Cross-Sections***, a Collector is a 2 lane roadway that has a 74' ROW, 44' of pavement, and a 15' wide parkway on both sides of the roadway. Palomar Road currently has an existing 74' of ROW.

Alternative modes of transportation include sidewalks, trails, paseos, bicycle lanes, and public transit. These forms of transportation will be also be reviewed and approved at the Tentative Map or Plot Plan level.

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Figure 3-3
General Plan Roadway Cross-Sections



Source: City of Menifee General Plan http://www.cityofmenifee.us/DocumentCenter/View/1019/C-2-Roadway_Sections_HD0913?bidId=

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3.4.4 Grading

3.4.4.1 Project Grading

During construction planning areas will employ erosion protection measures per NPDES compliance. These measures when effectively utilized and monitored can protect the downstream waters during construction activity.

Construction is expected to commence in early 2019 and will last until early 2023. Although the construction start day will most likely pass before Project approval, the early 2019 start date utilized in this analysis represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. General construction assumptions, as well as the number and types of construction equipment needed, have been assumed for the Project, and are contained in **Table 3-2**, ***Construction Duration***, and **Table 3-3**, ***Construction Equipment Assumptions***, respectively.

Table 3-2
Construction Duration

Phase Name	Start Date	End Date	Days
Phase 1			
Site Preparation	4/1/18	6/22/18	60
Grading	6/23/18	1/25/18	155
Building Construction	1/26/19	12/10/21	750
Paving	7/31/21	12/31/21	110
Architectural Coating	7/31/21	12/31/21	110
Phase 2			
Site Preparation	1/1/22	2/25/22	40
Grading	2/26/22	7/29/22	110
Building Construction	7/30/22	11/15/24	600
Paving	11/16/24	2/28/25	75
Architectural Coating	3/1/25	6/13/25	75

Table 3-3
Construction Equipment Assumptions[1]

Phase	Equipment	Amount	Hours Per Day	Soil Disturbance Rate (Acres/ 8hr-Day)[2]	Equipment Daily Disturbance Footprint (Acres)	Total Phase Daily Disturbance Footprint (Acres)
Site Preparation	Rubber Tired Dozers	3	8	0.5	1.5	3.5
	Tractors/Loaders/Backhoes	4	8	0.5	2.0	
Grading	Excavator	2	8	0.5	1.0	5.0
	Grader	1	8	0.5	0.5	
	Rubber Tired Dozers	1	8	0.5	0.5	
	Scrapers	2	8	1.0	2.0	
	Tractors/Loaders/Backhoes	2	8	0.5	1.0	
Building Construction	Cranes	1	7	0.0	0.0	1.3
	Forklifts	3	8	0.0	0.0	
	Generator Sets	1	8	0.0	0.0	
	Tractors/Loaders/Backhoes	3	7	0.5	1.3	
	Welders	1	8	0.0	0.0	
Paving	Pavers	2	8	0.0	0.0	0.0
	Paving Equipment	2	8	0.0	0.0	
	Rollers	2	8	0.0	0.0	
Architectural Coating	Air Compressors	1	6	0.0	0.0	0.0

Source: *AQ Analysis* (**Appendix B**)
[1] CalEEMod Defaults
[2] Soil disturbance rate is based on the SCAQMD Fact Sheet for Applying CalEEMod to Localized Significance Thresholds.

3.4.5 Utilities

All utilities and public services are currently available on, or adjacent to, the proposed Project site. Utility and Service providers are as follows:

Electricity: Southern California Edison
Water: Eastern Municipal Water District
Sewer: Eastern Municipal Water District
Cable: Frontier Communications or Time Warner
Gas: Southern California Gas
Telephone: Frontier Communications or Time Warner
School: Romoland Union and Perris Union High School District
Police: Riverside County Sheriff's Department

Fire: Riverside County Fire Department

In addition to the above agencies/utilities, the Project is located within (or partially within) the following designated constraint or hazard areas:

- Chapter 6.01 of the Menifee Municipal Code (Dark Sky; Light Pollution)
- Multiple Species Habitat Conservation Plan

3.4.6 Water and Sewer Facilities

Eastern Municipal Water District (EMWD) provides water service to the City of Menifee. EMWD has three sources of water supply: imported water from the Metropolitan Water District of Southern California (MWD), local groundwater, and recycled water. Roughly 75 percent of EMWD's potable water demand is supplied by imported water from MWD through its Colorado River Aqueduct and connections to the State Water Project. EMWD forecasts that it will provide water for future growth in its service area through imported water from MWD. EMWD procures water from MWD that has been treated at MWD's Skinner Filtration Plant in Winchester and Mills Filtration Plant in Riverside. In 2010 EMWD obtained 75,000 acre-feet (af) of MWD water treated at MWD filtration plants before delivery, and 16,600 af of raw MWD water treated at EMWD water filtration plants. EMWD has two water filtration plants, one in Hemet and one in San Jacinto, with total existing capacity of 32 million gallons per day (mgd) or about 35,840 af per year (afy). About 25 percent of EMWD's potable water demand is supplied by EMWD groundwater wells in the San Jacinto Groundwater Basin. EMWD's estimated production of potable groundwater in 2010 was 18,800 af. EMWD's production of desalinated groundwater in 2010 was 5,800 af. EMWD's recycled water production in 2010 was 41,500 af. EMWD's territory is divided into four subareas. Parts of the City of Menifee are in two service areas: most of the City is in Sub-Area 41, but the southeast corner is in Sub-Area 43. Potable water sources for Sub-Area 41 are 1) Imported MWD water treated at MWD's Mills Filtration Plant in the City of Riverside, 2) Imported MWD water treated at EMWD's Perris Water Filtration Plant, 3) Local potable groundwater, and 4) Local groundwater treated at EMWD's Menifee Desalter.

According to the *GPEIR*, the projected net increase in water demands by buildout of the General Plan – about 15 mgd, or 16,800 afy - is within 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 afy over that period.

All wastewater generated by the interior plumbing system of the proposed Project will be discharged into the local sewer system and conveyed for treatment at the Perris Valley RWRF. Wastewater flows will consist of typical residential and commercial wastewater discharges and will not require new methods or equipment for treatment that are not currently permitted for the facility. The Perris Valley RWRF has a capacity of treating 22 million gallons per day (mgd).

Connections to local water and sewer mains will occur in conjunction with other on-site improvements.

3.5 USES OF THIS ENVIRONMENTAL IMPACT REPORT

As previously stated, before the proposed Project can be developed, the City must approve the necessary land use entitlements. Approval of the land use entitlements will allow the proposed development to proceed together with the corresponding changes to the physical environment. This DEIR will be used as the information source and CEQA compliance document for the

following, future discretionary actions or approvals by the City:

- Change of Zone;
- Tentative Tract Map;
- Plot Plan;
- Grading Permit;
- Encroachment Permit; and
- Building Permits.

Other public agencies whose approval of the DEIR may be required include:

- South Coast Air Quality Management District (AQMD);
- Riverside City Flood Control and Water Conservation District (RCFC&WCD);
- Eastern Municipal Water District (EMWD);
- Riverside Transit Agency (RTA);
- California Regional Water Quality Control Board (RWQCB)
- Caltrans District 8; and
- California Department of Fish & Wildlife Region 6.

CHAPTER 4 – ENVIRONMENTAL IMPACT EVALUATION

4.1 INTRODUCTION

4.1.1 Background

The City of Menifee has prepared this Project Environmental Impact Report (EIR) to evaluate the potential significant environmental impacts that may result from the proposed Project.

The City concluded that an EIR must be prepared to address the potential impacts associated with the proposed Project. The decision to prepare an EIR is documented in the Notice of Preparation (NOP), which is provided in this document in Subchapter 8.1, and was based on the finding that the proposed Project may have one or more potentially significant effects on the environment.

This Chapter of the Draft EIR (DEIR) provides the detailed information used to forecast the type and significance of potential environmental impacts that implementation of the proposed Project and related actions could cause if the Project is implemented as described in Chapter 3, *Project Description*.

Based on the information in the NOP, the City concluded that the proposed Project might cause significant impacts to portions of fifteen (15) issue areas (as identified in the Project Initial Study (IS – Subchapter 8.3, *Initial Study*). Additionally, while the IS did not identify any significant impacts to cultural resources, based on the City of Menifee's on-going discussions with the Pechanga Band of Luiseño Indians during consultation pursuant to Assembly Bill 18, the City has decided that this Subchapter will be included in the DEIR. Therefore, portions of the following sixteen (16) issue areas will be addressed in this DEIR:

- Subchapter 4.2: Aesthetics;
- Subchapter 4.3: Air Quality;
- Subchapter 4.4: Energy;
- Subchapter 4.5: Greenhouse Gas Emissions;
- Subchapter 4.6: Hazards and Hazardous Materials;
- Subchapter 4.7: Hydrology and Water Quality;
- Subchapter 4.8: Land Use and Planning;
- Subchapter 4.9: Noise;
- Subchapter 4.10: Population and Housing;
- Subchapter 4.11: Public Services;
- Subchapter 4.12: Recreation;
- Subchapter 4.13: Transportation;
- Subchapter 4.14: Tribal Cultural Resources;
- Subchapter 4.15: Cultural Resources;
- Subchapter 4.16: Utilities and Service Systems; and
- Subchapter 4.17: Wildfire.

The environmental impact analysis section for each environmental topic listed above is arranged in the following manner:

Introduction

An introduction that summarizes the specific issues of concern for each subchapter, as identified in the IS and the NOP scoping process, where applicable.

Environmental Setting

A summary of the current or existing environmental setting for each physical resource or human infrastructure system is presented as the baseline from which impacts will be forecast. The baseline for the analysis in this DEIR is discussed in greater detail, below.

Thresholds of Significance

Based on stated assumptions and identified criteria or thresholds of significance. These are typically contained in the Project IS (Subchapter 8.3), and/or part of Appendix G, Environmental Checklist Form, of the California Environmental Quality Act (CEQA) Guidelines.

To provide the reviewer with a criterion, or set of criteria, with which to evaluate the significance of potential environmental impacts, this document provides issue specific criteria, i.e. thresholds of significance, for each topic considered in this DEIR. These criteria are either standard thresholds, established by law or policy (such as ambient air quality standards or thresholds of significance established by the South Coast Air Quality Management District) or Project-specific evaluation thresholds that are developed with City Staff and used specifically for this Project.

Potential Impacts

After comparing the forecasted physical changes in the environment that may be caused by implementing the proposed Project with the issue specific significance threshold criterion or criteria, a conclusion is reached on whether the proposed Project has the potential to cause a significant environmental impact for the issue being evaluated. Potential direct and indirect impacts of the proposed Project are forecast, and the significance of impacts is assessed without applying any mitigation.

Standard Conditions and Mitigation Measures

Where appropriate and feasible, measures to reduce potential significant environmental impacts are identified and described in this section of the DEIR. Over the past several years, mitigation has evolved in scope and complexity. As environmental issues are addressed in a progressive and adaptive manner, previous measures developed to mitigate project specific impacts are eventually integrated into local, regional, state and federal statutes, rules and regulations, such as the Uniform Building Code or Water Quality Management Plans (referred to as standard conditions). Mitigation measures that are incorporated into statutes or rules and regulations become mandatory requirements (not discretionary) and they no longer need to be identified as discretionary mitigation measures applicable to the Project, although they are often referenced to demonstrate that identified environmental impacts can and will be mitigated.

Recommended measures that can be implemented to substantially lessen potential environmental impacts are identified described in this section, as well as their effectiveness in reducing impacts to non-significant levels.

Cumulative Impacts

Potential cumulative environmental impacts are assessed under each environmental topic, where applicable.

Cumulative impacts describe potential environmental changes to the existing physical conditions that may occur as a result of project implementation together with other reasonably foreseeable, planned, and approved future projects producing related impacts. The CEQA Guidelines (Section 15355) defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts may result from individually minor but collectively significant projects taking place over a period of time. Projects that have progressed to the state that CEQA review has been initiated are treated as foreseeable probable future projects.

Unavoidable Adverse Impacts

Significant and unavoidable environmental impacts and any significant impacts that may be caused by implementing mitigation measures are addressed.

After determining the degree of mitigation that can be achieved by the proposed measures and after identifying any potential adverse impacts that the mitigation measures may cause, a conclusion is provided regarding the remaining significant and/or unavoidable adverse impact for each environmental topic, if any.

4.1.2 Baseline

This document utilizes conservative (worst-case) assumptions in making impact forecasts based on the assumption that, if impacts cannot be absolutely quantified, the impact forecasts should over-predict consequences rather than under-predict them. The many technical studies that were prepared for this document are incorporated into this Chapter by summarizing the technical information to ensure technical accuracy. The NOP was distributed to the public, specific agencies, and through the State Clearinghouse on February 26, 2019. The NOP comment period closed on March 27, 2019. A Scoping Meeting was held on March 11, 2019.

The Project-specific technical studies prepared in support of this DEIR were all compiled and completed prior to, concurrent with, or after the NOP date of February 26, 2019, and all analysis in the DEIR was compiled subsequent to this date.

These technical studies themselves are compiled in a separate volume of the DEIR (Volume 2), which will be distributed in electronic form and made available to all parties upon request. The information used, and analyses performed, to make impact forecasts are provided in depth in this document to allow reviewers to follow a chain of logic for each impact conclusion and to allow the reader to reach independent conclusions regarding the significance of the potential impacts described in the following subchapters.

4.2 AESTHETICS

4.2.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of aesthetics from implementation of the Project. The Aesthetics Section of the Initial Study (IS - Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project have a substantial adverse effect on a scenic vista?
b. Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?
c. Would the Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
d. Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Based on the analysis in the IS it was determined that the questions pertaining to issue areas b. and d., related to aesthetics (in the questions asked above), **would not** require any further analysis in the Draft Environmental Impact Report (DEIR). As it pertains to these questions, the IS identified either "no impact" or "less than significant impact" as a result of implementation of the Project.

Based on the analysis in the IS, the remaining two (2) issue areas, a. and c., related to aesthetics in the questions asked above, **would** be further analyzed in the DEIR.

Standard Conditions SC-AES-1 and **SC-AES-2** shall be carried over to this DEIR.

No mitigation measures were presented in the IS that shall be carried over to this DEIR.

In addition to the IS, the following sources were used in the evaluation presented in this Subchapter:

- *City of Menifee General Plan* https://www.cityofmenifee.us/221/General-Plan
- *City of Menifee General Plan Environmental Impact Report (GPEIR) (Chapter 5.2 – Aesthetics)* https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report
- *Google Maps* https://www.google.com/maps
- *Map My County* (**Appendix A**)
- *Site Photos*, prepared by MFCS, Inc., 5-4-2018
- *City of Menifee Municipal Code, Title 9 (Zoning), Article XIV, A-2 Zone (Heavy Agriculture) http://library.amlegal.com/nxt/gateway.dll/California/menifee_ca/cityofmenifeecaliforniacodeofordinances?f=templates$fn=default.htm$3.0$vid=amlegal:menifee_ca*

Comment Letters Received on the Notice of Preparation (NOP) / Scoping Meeting

No comments regarding the scope and content of the environmental information related to aesthetics were received in response to the Notice of Preparation, which was circulated for public review and comment from February 26, 2019 to March 27, 2019. In addition, no comments were provided at the Scoping Meeting held on March 11, 2019.

Therefore, the above issues 1.a. and c. are the focus of the following evaluation of aesthetics.

4.2.2 Environmental Setting

The proposed Project is located in the City of Menifee, County of Riverside. Refer to **Figure 2-3, *Aerial Photo*** (Chapter 2 of this DEIR) which contains an aerial photograph of the general Project area. According to the Area Plan, the Menifee Valley landscape setting can be characterized as follows: *Menifee Valley consists largely of a flat valley floor surrounded by hillside and mountainous features. Rugged rock outcroppings are scattered throughout the area and serve to break up the visual sameness typical of unvaried landscapes…Pockets of rural residential and very low density development scatter throughout the periphery of the valley, with occasional estate development spotted among the hillside areas.*

The Property consists of thirteen (13) Assessor's Parcel Numbers (APN) and the proposed "Junipero Road" right-of-way (not within an APN). APNs 329-090-069, -070, -071, -072, 329-100-025, -026, -027, -030, -031, -033, and -034 were a dryland agricultural field though, as of June 2018, are fallow. 329-100-034 is a Riverside County Flood Control and Water Conservation District easement within the fallow agricultural field. A Southern California Edison (SCE) easement with two 500 kilovolt (kV) transmission lines is situated north-south in APNs 329-090-069, -070, -071, and -072. APNs 329-090-025 and -026 are vacant lots with the only apparent land use being the occasional weed abatement activity. Disturbances to the subject property are moderate and represent cumulative impacts resulting from agricultural endeavors, off-road vehicle activity, trash dumping, and construction of the SCE transmission line.

Topographically, the Project site is comprised of a flat alluvial plain. Elevations range from a low of 1,465 feet AMSL at the southwestern corner of the Project site (PA13) to a high of 1,495 feet AMSL at the northeastern property corner (PA12). According to the *Palomar Crossings 2010-090 Western Riverside County MSHCP Compliance Document*, prepared by Searl Biological Services, June 28, 2018 (**Appendix C**). A watercourse parallels the southern boundary of the Project site but does not represent a permanent source of water. It is not defined as a "blue line stream." Instead, this feature serves to contain intermittent drainage, primarily from irrigation run-off. A permanent source of water is not located within the Project boundaries.

The Project site is bounded as follows: Menifee North Specific Plan (MNSP) Planning Area (PA) 9 and PA10 to the immediate north and some Rural Residential uses to the north of PA9 and PA10; Highway 74 to the immediate south and business park and public facilities uses south of Highway 74; Menifee Road, Rural Residential uses, and vacant land to the east; and Palomar Road to the immediate west and MNSP PA7A, PA7B, and PA8 to the west of Palomar Road. The Project site is currently vacant. The surrounding area is a mix of single-family residential, commercial, and industrial land uses.

The landscape features of the Project site and surrounding area are best shown on **Figure 4.2-1, *Vantage Point Key Map***, and **Figure 2-3, *Aerial Photo*** (Chapter 2 of this DEIR).

A field visit was conducted to determine the appropriate viewpoints for the visual analysis. The visual analysis prepared for the proposed Project consists of providing a discussion of the existing visual setting; using photographs to illustrate the existing visual setting from several viewpoints; and describing the quality and character of the existing visual setting. This is discussed below. Descriptions of the proposed Project (after development has taken place) and evaluating the extent and significance of any changes to the visual setting from implementing the proposed Project is addressed in 4.2.4, Project Impacts.

Based on a field reconnaissance of the Project site, it was determined that from a visual standpoint there are five (5) visual points of the Project site and surrounding environs that should to be considered for evaluation.

The selected viewpoints are depicted on **Figure 4.2-1, *Vantage Point Key Map***.

- Vantage Point No. 1: Looking southeasterly from the Palomar Road near Cider Street (northwest corner of the Project site). Reference **Figure 4.2-2, *Vantage Point No. 1***.
- Vantage Point No. 2: Looking northeasterly from the intersection of Palomar Road and State Hwy 74 (southwest corner of the Project site). Reference **Figure 4.2-3, *Vantage Point No. 2***.
- Vantage Point No. 3: Looking northwesterly from the intersection of Palomar Road and State Hwy 74 (southeast corner of the Project site). Reference **Figure 4.2-4, *Vantage Point No. 3***.
- Vantage Point No. 4: Looking southwesterly and northeasterly into the Project site from Menifee Road (mid-west portion of the Project site). **Figure 4.2-5, *Vantage Point No. 4***.
- Vantage Point No. 5: Looking southwesterly into the Project site from Man of War Lane (northwest corner of the Project site). **Figure 4.2-6, *Vantage Point No. 5***.

The visual qualities of each of these viewpoint locations are described below.

4.2.2.1 Vantage Point No. 1: Looking southeasterly from the Palomar Road near Cider Street (northwest corner of the Project site)

As depicted in the photo for Vantage Point No. 1, the following describes the existing visual landscape:

- Facing Southeasterly (vacant land, business park, and rural setting):
  - Foreground: Partially improved Palomar Road, natural landscape. Electric power poles/lines are a prevalent feature.
  - Middle ground: Interior of Project site; vacant, disturbed land. Electric power poles/lines are a prevalent view feature.
  - Background: Business Park development across State Hwy 74, rural residences near the northwest corner of the Project site, electric power transmission lines, and low hills are also prevalent features.

Reference **Figure 4.2-2, *Vantage Point No. 1***.

As shown, the Project site is considered "vacant land," and there is rural development to the west of Menifee Road. There are views to local hills from Vantage Point No. 1 as well as numerous electric power transmission lines.

4.2.2.2 Vantage Point No. 2: Looking northeasterly from the intersection of Palomar Road and State Hwy 74 (southwest corner of the Project site)

As depicted in the photo for Vantage Point No. 2, the following describes the existing visual landscape:

- Facing Northeasterly (vacant land, rural, commercial, and suburban setting):
    - Foreground: Partially improved Palomar Road, State Hwy 74, landscaping from the Motte Country Plaza commercial center to the left. Electric power poles/lines and street light poles are a prevalent feature.
    - Middle ground: Interior of Project site; vacant, disturbed land. Electric power poles/lines are a prevalent view feature.
    - Background: Rural residences near the northwest corner of the Project site, electric power transmission lines, and low hills are the prevalent views.

Reference **Figure 4.2-3, *Vantage Point No. 2***.

As shown, the Project site is considered "vacant land," and there is development to the west of Menifee Road. There are views to local hills from Vantage Point No. 2 as well as numerous electric power transmission lines.

4.2.2.3 Vantage Point No. 3: Looking northwesterly from the intersection of Palomar Road and State Hwy 74 (southeast corner of the Project site)

As depicted in the photo for Vantage Point No. 3, the following describes the existing visual landscape:

- Facing Northwest (vacant land, rural, and suburban setting):
    - Foreground: Partially improved Menifee Road, State Hwy 74, and the natural landscape. Electric power poles/lines and street light poles are prevalent features.
    - Middle ground: Interior of Project site; vacant, disturbed land with ornamental trees and the rural neighborhood off Menifee Road are the prevalent views.
    - Background: Electric power poles, as well as hills to the north, electric power transmission lines, and the residential neighborhood off Palomar Road are the prevalent views.

Reference **Figure 4.2-4, *Vantage Point No. 3***.

As shown, the Project site is considered "vacant land" amidst adjacent rural residences. There are distant views to hills to the northwest beyond the residential neighborhood, and the electric power transmission lines are a prevalent view from Vantage Point No. 3.

4.2.2.4 Vantage Point No. 4: Looking southwesterly and northeasterly into the Project site from Menifee Road (mid-west portion of the Project site)

As depicted in the photos for Vantage Point No. 4, the following describes the existing visual landscape:

- Facing Southwesterly (vacant land, rural, and business park setting):
  - Foreground: Partially improved Menifee Road, natural landscape, electric power poles/lines, and a portion of the adjacent rural neighborhood are the prevalent features.
  - Middle ground: Interior of Project site; vacant, disturbed land. Ornamental trees and electric power poles/lines, as well as business park development are the prevalent view.
  - Background: Obscured views of the local low hills are the prevalent views.

- Facing Northeasterly (vacant land and rural setting):
  - Foreground: Partially improved Menifee Road and natural landscape along with electric power transmission lines are the prevalent features.
  - Middle ground: Interior of Project site; vacant, disturbed land. Ornamental trees and electric power poles/lines, as well as a portion of the adjacent rural neighborhood are the prevalent view.
  - Background: Electric power transmission lines and obscured views of the local low hills are the prevalent views.

Reference **Figure 4.2-5, *Vantage Point No. 4***.

As shown, the Project site is considered "vacant land" amidst rural and business park development. There are obscured views to local hills from Vantage Point No. 4.

4.2.2.5 Vantage Point No. 5: Looking southwesterly into the Project site from Man of War Lane (northwest corner of the Project site)

As depicted in the photo for Vantage Point No. 5, the following describes the existing visual landscape:

- Facing Southwest (vacant land, business park, commercial setting):
  - Foreground: Vacant, disturbed land.
  - Middle ground: Vacant land and electric power transmission lines are the prevalent views.
  - Background: Business park and commercial development and local low hills are the prevalent views.

Reference **Figure 4.2-6, *Vantage Point No. 5***.

As shown, the Project site is considered "vacant land" amidst industrial and commercial development. There are obscured views to local hills from Vantage Point No. 5.

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Figure 4.2-1
Vantage Point Key Map



Source: Google Maps

Figure 4.2-2
Vantage Point No. 1



1 – southeast

Figure 4.2-3
Vantage Point No. 2



2 – northeast

Figure 4.2-4
Vantage Point No. 3



3– northwest

Figure 4.2-5
Vantage Point No. 4



4– southwest



4– northeast

Figure 4.2-6
Vantage Point No. 5



5 – southwest

4.2.2.6 Existing Regulations

The following are the applicable state and local regulations as the apply to aesthetics.

4.2.2.6.a State

- California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations; and

- California State Scenic Highways Program (California Streets and Highways Code Sections 260 through 263) sets forth criteria and procedures for designation of scenic highways. There are no officially designated scenic highways in or near the City of Menifee. State Route 74 (SR-74) passes through the northern part of the City and is considered an "Eligible State Scenic Highway – Not Officially Designated" by the California Department of Transportation. The nearest designated state scenic highway to the City is a portion of SR-74 in the San Jacinto Mountains about 14 miles east of the City and approximately 18 miles east of the Project site.

4.2.2.6.b Local

The City of Menifee Municipal Code identifies land use categories, development standards, and other general provisions that ensure consistency between the City's new General Plan and proposed development projects. The following provisions from the City's Municipal Code help minimize visual and light and glare impacts associated with the Project. As discussed in the IS, the applicable measures will be required and/or included in the Project design.

- **Dark Sky, Light Pollution (Chapter 6.01).** The City's ordinance establishes lighting standards for specific types of lamps, shielding, hours of operation, and outdoor advertising displays. Low-pressure sodium lamps are preferred. All outdoor lights, with certain exceptions, must be shielded. Security lighting may remain on all night; decorative lighting must be off between 11:00 PM and sunrise; and advertising lighting may remain on until midnight. See **Standard Condition SC-AES-1**.
- **Siting of Wireless Communication Facilities (Chapter 9.08).** This ordinance includes standards for concealed or disguised wireless facilities, along with screening and fencing for equipment.
- **Administrative Nuisance Abatement (Chapter 11.20)**. Chapter 11.20 of the Municipal Code addresses the mitigation of nuisances and includes provisions aimed at protecting the visual quality of neighborhoods. These regulations require the proper maintenance of buildings and property, including the abatement of overgrown vegetation, accumulation of debris, general neglect of property, and other visual nuisances.

<u>Applicable City of Menifee General Plan Goals and Policies</u>

- **Goal OSC-3:** Undisturbed slopes, hillsides, rock outcroppings, and other natural landforms that enhance the City's environmental setting and rich cultural and historical past and present.
- **Goal CD-1:** Community Image. A unified and attractive community identity that complements

the character of the city's distinctive communities.

- **Goal CD-2:** Rural Design. Preserve and enhance the character of the city's rural areas
- **Goal CD-3**: Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.
  - **Policy CD-3.1:** Preserve positive characteristics and unique features of a site during the design and development of a new project; the relationship to scale and character of adjacent uses should be considered.
  - **Policy CD-3.8:** Design retention/detention basins to be visually attractive and well integrated with any associated project and with adjacent land uses.
  - **Policy CD-3.9:** Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.
  - **Policy CD-3.10:** Employ design strategies and building materials that evoke a sense of quality and permanence.
  - **Policy CD-3.12:** Utilize differing but complementary forms of architectural styles and designs that incorporate representative characteristics of a given area.
  - **Policy CD-3.13:** Utilize architectural design features (e.g., windows, columns, offset roof planes, etc.) to vertically and horizontally articulate elevations in the front and rear of residential buildings.
  - **Policy CD-3.14:** Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.
  - **Policy CD-3.15:** Require property owners to maintain structures and landscaping to high standards of design, health, and safety.
  - **Policy CD-3.18:** Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting roadway, commercial, agricultural, and industrial uses.
  - **Policy CD-3.19:** Design walls and fences that are well integrated in style with adjacent structures and terrain and utilize landscaping and vegetation materials to soften their appearance.
  - **Policy CD-3.22:** Incorporate visual buffers, including landscaping, equipment and storage area screening, and roof treatments, on properties abutting either Interstate 215 or residentially designated property.
- **Goal CD-4:** Recognize, preserve, and enhance the aesthetic value of the City's enhanced landscape corridors and scenic corridors.
  - **Policy CD-4.1:** Create unifying streetscape elements for enhanced landscape streets, including coordinated streetlights, landscaping, public signage, street furniture, and hardscaping.
  - **Policy CD-4.2:** Design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration; strengthen connectivity; and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.
  - **Policy CD-4.3:** Apply special paving at major intersections and crosswalks along enhanced corridors to create a visual focal point and slow traffic speeds.
  - **Policy CD-4.4:** Frame views along streets through the use of wide parkways and median landscaping.
  - **Policy CD-4.8:** Preserve and enhance view corridors by undergrounding and/or screening new or relocated electric or communication distribution lines, which would be visible from the City's scenic highway corridors.

- **Goal CD-6:** Community Design Features. Attractive landscaping, lighting, and signage that conveys a positive image of the community.

Where applicable, these policies are addressed in the following analysis of aesthetic and visual resources at the Project site.

4.2.3 Thresholds of Significance

As discussed in Subsection 4.2.1, above, the Project impacts to two (2) criteria pertaining to aesthetics will be analyzed. According to the Initial Study (IS), the Project would have a significant impact if it would:

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

The questions posed in the IS are included for each topical section to guide the impact analysis and the above significance criteria represent a summary of the thresholds raised in the City's IS. The potential aesthetic changes in the environment are addressed in response to the above thresholds in the following analysis.

4.2.4 Potential Impacts

THRESHOLD a: Would the Project have a substantial adverse effect on a scenic vista?

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 (e.g., development on a scenic hillside). The natural mountainous setting of the Menifee area is critical to its overall visual character and provides scenic vistas for the community.

Topography and a lack of dense vegetation or urban development offer 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, farmland 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 following: 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.

As shown on **Figure 4.2-1, *Vantage Point Key Map***, the Project site is bordered on the north by vacant land and some rural residential uses, on the south by Highway 74, business park, and

public facilities uses, on the east by Menifee Road, rural residential uses, and vacant land, and Palomar Road to the immediate west, vacant land, some commercial uses.

The proposed Project will change the visual character of the Project site and the area by adding structures and landscaping.

Upon Project completion, the Project proposes the following modifications to the Specific Plan Land Use Plan Planning Areas (PA):

- Planning Area 11 (PA11) would be realigned along its southern boundary and re-designated from Business Park land uses to Very High Density Residential and would be split into two (2) subareas, 11A and 11B. Subarea 11A has an area of 19.56 acres and is located west of Junipero Road. Subarea 11B has an area of 9.79 acres and is located east of Junipero Road and will include a portion of the existing Southern California Edison (SCE) easement that had not previously been given a specific planning area designation.

- Planning Area 12 (PA12) would be realigned to a newly created area between PA11 and PA13 and re-designated from the current Business Park and Commercial Business Park land use to Commercial / Very High Density Residential land uses. Two (2) subareas are proposed, 12A and 12B. Subarea 12A has an area of 6.14 acres and is located west of Junipero Road. Subarea 12B has an area of 3.06 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 13 (PA13) would be realigned along its northern boundary and re-designated from Commercial Business Park to Commercial and would be split into two (2) subareas, 13A and 13B. Subarea 13A has an area of 10.23 acres and is located west of Junipero Road. Subarea 13B has an area of 5.19 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 14 (PA14) would retain a Commercial designation but would be reduced in acreage from 11.7 to 9.27 by redistributing areas into Planning Areas 12B and 13B.

As a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this DEIR.

The existing SCE easement is being included within Planning Areas 11, 12 and 13 in this amendment. Development will have to conform with all applicable SCE easement restrictions. The easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins, and for passive recreation uses. **Figures 4.2-2** through **Figures 4.2-6** depict the Project site, its immediate environs, and views to any scenic vistas.

The Project will comply with the Development Standards and Design Guidelines of SP260, A3 in terms of height limitations, building setbacks, landscaping requirements and compatibility with adjacent development. In addition, SR- 74 is designated an Enhanced Landscape Corridor and Scenic Corridor in the General Plan. SP260, A3 is consistent with the guidelines contained in the General Plan. With compliance to SP260, A3, the Project will not significantly affect any

views of the local hills. Mountains that are visible from the Project site, or the immediate environs are faint, at best. In addition, there are no scenic vistas within the area that will be affected by the Project. While some views from the existing (and proposed) development may be obscured by the Project, they are not a true scenic view, as described by the General Plan EIR.

Therefore, any impacts on scenic vistas are considered less than significant.

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

Less Than Significant Impact

According to Section 5.1.3 of the General Plan EIR (p. 5.1-10):

Construction of the proposed Project will result in short-term impacts to the existing visual character and quality of the area. Construction activities will require the use of equipment and storage of materials within the Project site. Construction activities are temporary and will not result in any permanent visual impact. The Project site is bordered on the north by vacant land and some rural residential uses, on the south by Highway 74, business park, and public facilities uses, on the east by Menifee Road, rural residential uses, and vacant land, and Palomar Road to the immediate west, vacant land, some commercial uses.

Topographically, the subject property is comprised of a flat alluvial plain. Elevations range from a low of 1,465 feet above mean sea level (AMSL) at the southwestern corner of the property to a high of 1,495 feet AMSL at the northeastern property corner. A watercourse parallels the southern boundary of the property but does not represent a permanent source of water. Instead, this feature serves to contain intermittent drainage, primarily from irrigation run-off. A permanent source of water is not located within the Project boundaries.

Upon Project completion, the proposed Project will consist (as a worst-case scenario for analysis purposes), 246,312 square feet of commercial uses and 637 multi-family dwelling units. The maximum height limitations in PAs 11 and 12 are 45 feet (3-stories). The maximum height limitation for PA 13 is 50 feet.

The General Plan Land Use designation for the site is Specific Plan (SP). The General Plan EIR did contemplate a project of this nature (urban development) on this site; however, the proposed Project changes the land use mix on the Project site. This change includes a modification from offices/business park uses to mutli-family residential uses as discussed in Threshold “a”. The Project is located within the Menifee North Specific Plan No. 260.

Planning Area Development Standards are provided in *SP260, A3* (provided as **Appendix K** of this EIR) for Planning Area 1-48 (Section III). In addition, there are detailed Design Guidelines in Section IV. As it pertains to the Project, Planning Area Development Standards for Planning

Areas 11-14 will be applicable. These include a Descriptive Summary of the respective Planning Area, Land Use and Development Standards and Planning Standards. Additional Architectural Guidelines are also provided for the Project (Planning Areas 11-13). Within these Standards and Guidelines, the Project's scale, mass, density, aesthetics (colors/materials), landscaping and hardscaping are detailed. The height, colors, materials, and development fabric will be consistent with the surrounding development within the Menifee North Specific Plan No. 260. Adherence to these Standards and Guidelines will ensure an aesthetically pleasing Project that is consistent with the City's General Plan, as well as the surrounding areas.

Table 4.2-1, *Surrounding Land Uses*, below, lists the GP land use designations, zoning designations, and different uses that are located immediately adjacent to the proposed Project site.

Table 4.2-1
Surrounding Land Uses

Direction	General Plan Land Use Designation	Zoning Classification	Existing Land Use
Project Site	Menifee North Specific Plan	Existing: Menifee North Specific Plan (PA11 & PA12 Business Park, PA13 Commercial Business Park, PA14 Commercial) Proposed: Menifee North Specific Plan (PA11 Very High Density Residential, PA12 Commercial / Very High Density Residential, PA13 Commercial, PA14 Commercial)	Vacant and Southern California Edison transmission lines
North	Menifee North Specific Plan and Rural Residential (RR1) 2.1-5R	SP Zone (PA 9 Residential Medium 3.5 du/ac and PA 10 Community Park) and Residential Agricultural (R-A)	Vacant land and some rural residential uses
South	Business Park (BP) and Public Facilities (PF)	Manufacturing - Medium (M-M) and Rural Residential (R-R)	SR-74 to the immediate south and business park and public facilities uses south of SR-74
East	Menifee North Specific Plan, and Residential (2.1-5R),)	SP Zone (PA 16 Commercial) and Light Agriculture (A-1)	Menifee Road, rural residential uses, and vacant land
West	Menifee North Specific Plan	SP Zone (PA 7A Residential Medium 5.6 du/ac, PA 7B Residential High 7.3 du/ac and, PA 8- Commercial)	Palomar Road to the immediate west, vacant land, some commercial uses

Source: IS (DEIR Subchapter 8.3)

When placed in the context of the Menifee North Specific Plan No. 260, the proposed land use modifications are appropriate in its location. The Menifee North Specific Plan No. 260 (as amended) provides for development standards and design guidelines that represent the most recent desires of the City for development of this nature. With adherence to the Design Guidelines and Development Standards of the Menifee North Specific Plan No. 260, as amended, the Project will not substantially degrade the existing visual character or quality of the site and its surroundings. Any impacts are considered less than significant.

4.2.5 Standard Conditions and Mitigation Measures

Standard Condition(s)

Standard Conditions SC-AES-1 and **SC-AES-2** are applicable to all Projects within the City and are not considered unique mitigation under CEQA.

SC-AES-1 **Chapter 6.01 of the Menifee Municipal Code (Dark Sky; Light Pollution). Low-pressure sodium lamps are the preferred illuminating source and all non-exempt outdoor light fixtures shall be shielded. A maximum of 8,100 total lumens per acre or parcel if less than one acre shall be allowed. When lighting is "allowed", it must be fully shielded if feasible and partially shielded in all other cases and must be focused to minimize spill light into the night sky and onto adjacent properties (Section 6.01.040). The Project will be conditioned that, prior to the issuance of building permits, all new construction which introduces light sources be required to have shielding or other light pollution-limiting characteristics such as hood or lumen restrictions.**

SC-AES-2 **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 (Goal CD-6) and that limit light leakage and spillage that may interfere with the operations of the Palomar Observatory (Goal CD-6.5). Subsequent development plans shall be reviewed for consistency with these requirements during the entitlement process.**

Mitigation Measure(s)

No mitigation measures are required.

4.2.6 Cumulative Impacts

Development of the proposed Project will contribute to the change of the general area with an intensification of development substantially greater than that which presently occurs on the site or in the surrounding vicinity. The existing General Plan land use designation is Specific Plan. SP260, A3 includes generally the same land uses with the exception of the High Density Residential, which will replace the Business Park classification in Planning Area 11. There will be an associated change in views, both to and from the Project site. As discussed in the Initial Study, the Project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway. The

Project site is not located within view from a state scenic highway. There are no officially designated scenic highways in or near the City of Menifee. State Route 74 (SR-74) passes through the northern part of the City and is considered an "Eligible State Scenic Highway – Not Officially Designated" by the California Department of Transportation. The nearest designated state scenic highway to the City is a portion of SR-74 in the San Jacinto Mountains about 17 miles east of the City. In addition, with adherence to code requirements and Project design features, the Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. No cumulative impacts are anticipated on these issues that were discussed in the Initial Study.

No scenic views will be significantly altered due to implementation of the Project. Planning Area Development Standards are provided in *SP260, A3* (provided as **Appendix K** of this EIR) for Planning Area 1-48 (Section III). In addition, there are detailed Design Guidelines in Section IV. As it pertains to the Project, Planning Area Development Standards for Planning Areas 11-14 will be applicable. These include a Descriptive Summary of the respective Planning Area, Land Use and Development Standards and Planning Standards. Additional Architectural Guidelines are also provided for the Project (Planning Areas 11-13). Within these Standards and Guidelines, the Project's scale, mass, density, aesthetics (colors/materials), landscaping and hardscaping are detailed. The height, colors, materials, and development fabric will be consistent with the surrounding development within the Menifee North Specific Plan No. 260. The Menifee North Specific Plan No. 260 as proposed under Amendment No. 3 provides for development standards and design guidelines that represent the most recent desires of the City for development of this nature. With adherence to the Menifee North Specific Plan No. 260 as amended, future development will not substantially degrade the existing visual character or quality of the site and its surroundings. For these reasons, the aesthetic impacts associated with the change of land use will not represent any cumulative impact to aesthetics.

4.2.7 Unavoidable Significant Adverse Impacts

The existing visual setting of the proposed Project site will be permanently altered. The intensification of the Project's disturbance and development greater than that which presently occurs on the site results in an unavoidable impact of the proposed Project, primarily to the existing, surrounding vacant uses. But, as discussed in 4.2.4, Project Impacts, above, this impact has been determined to be a less than significant aesthetic impact as it relates to development to the north, south, and west. This proposed Project as implemented will continue to implement the Goals and Policies of the General Plan. While the impacts are unavoidable, they are not considered significant, or adverse.

4.3 AIR QUALITY

4.3.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of air quality from implementation of the Project. The Air Quality Section of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project conflict with or obstruct implementation of the applicable air quality plan?
b. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?
c. Would the Project expose sensitive receptors to substantial pollutant concentrations?
d. Would the Project result in other emissions (such as those leading to odors) affecting a substantial number of people?

Based on the analysis in the IS it was determined that the question pertaining to issue area d., related to air quality (in the questions asked above), **would not** require any further analysis in the Draft Environmental Impact Report (DEIR). As it pertains to this question, the IS identified "less than significant impact" as a result of implementation of the Project.

Based on the analysis in the IS, the remaining three (3) issue areas, a. through c., related to air quality in the questions asked above, **would** be further analyzed in the DEIR.

Standard Conditions SC-AQ-1 and **SC-AQ-2** shall be carried over to this DEIR.

No mitigation measures were presented in the IS that shall be carried over to this DEIR.

In addition to the IS, the following sources were used in the evaluation presented in this Subchapter:

- *Palomar Crossing Air Quality and Greenhouse Gas Impact Study, City of Menifee, California,* prepared by RK Engineering Group, Inc., April 2, 2019. (*AQ/GHG Analysis*, **Appendix B**).
- *Palomar Crossing Menifee North Specific Plan Amendment Health Risk Assessment, City of Menifee, California,* prepared by RK Engineering Group, Inc., July 7, 2019 (*HRA*, **Appendix P**).

Comment Letters Received on the Notice of Preparation (NOP)

Comment Letter #5: **South Coast Air Quality Management District (SCAQMD) (dated 03/19/19) states:**

- Send directly to SCAQMD for review: the DEIR, the technical appendices for Air Quality (AQ) and Greenhouse Gases (GHG), including electronic versions of all air quality modeling and health risk assessment files, emission calculation spreadsheets and modeling input/output files.

- Use the SCAQMD CEQA Handbook and CalEEMod land use emissions software to forecast Project emissions.
- Quantify criteria pollutant emissions and compare the results to SCAQMD's regional pollutant emissions significance thresholds to determine air quality impacts.
- SCAQMD staff recommends that, prior to approving the project, Lead Agencies consider the impacts of air pollutants on people who will live in a new project and provide mitigation where necessary.
- The Lead Agency should identify any potential adverse health risk impacts using its best efforts to find out and a good-faith effort at full disclosure in the CEQA document. SCAQMD staff recommends that the Lead Agency conduct a health risk assessment (HRA) to disclose the potential health risks to the residents in the Draft EIR.
- The SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.
- In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project.
- The Proposed Project is located in proximity to Highway 74. Many strategies are available to reduce exposure, including, but are not limited to, building filtration systems with Minimum Efficiency Reporting Value (MERV) 13 or better, or in some cases, MERV 15 or better is recommended.
- In the event that enhanced filtration units are installed at the Proposed Project either as a mitigation measure or project design feature requirement, SCAQMD staff recommends that the Lead Agency consider the limitations of the enhanced filtration. Additionally, if enhanced filtration units are installed at the Proposed Project, and to ensure that they are enforceable throughout the lifetime of the Proposed Project as well as effective in reducing exposures to DPM emissions, SCAQMD staff recommends that the Lead Agency provide additional details regarding the ongoing, regular maintenance, and monitoring of filters in the Draft EIR.
- In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts.
- If the Project generates significant adverse air quality impacts, discuss a reasonable range of potentially feasible alternatives in sufficient detail to allow a meaningful evaluation, analysis and comparison with the Project. Include a "no project" alternative, and alternatives to the Project or its location that will avoid or substantially lessen any significant effects.
- If the Project requires a permit from the SCAQMD, identify SCAQMD as a Responsible Agency under CEQA.

Response: Technical studies for Air Quality (AQ) and Greenhouse Gases (GHG) are included in Volume 2, Technical Appendices of this EIR (see enclosed CD). SCAQMD CEQA Handbook and CalEEMod land use emissions software were used to forecast Project emissions. Criteria pollutant emissions were used to compare the results to SCAQMD's regional pollutant emissions significance thresholds to determine air quality impacts. Impacts of air pollutants on people who will live in a new project and mitigation (where necessary) have been provided. A

Health Risk Assessment (HRA) has been prepared to disclose the potential health risks to the residents in the DEIR. The analysis, conclusions and design features/mitigation are discussed in Subchapters 4.3.2 through 4.3.6 of this DEIR.

No comments regarding air quality were received in response to the NOP at the scoping meeting held for the proposed Project.

Therefore, the above issues identified in "a" through "c," and the issues identified in the IS/NOP (summarized above), are the focus of the following evaluation of air quality.

The following discussions are abstracted from the above referenced technical studies, which is provided in Volume 2 of the DEIR, the Technical Appendices.

Note: Any tables or figures in this section are from the *AQ/GHG Analysis* or the *HRA*, unless otherwise noted.

4.3.2 Environmental Setting

4.3.2.1 Regional Setting and Climate

The Project is located within the South Coast Air Basin (SCAB). To the west of the SCAB is the Pacific Ocean. To the north and east are the San Gabriel, San Bernardino, and San Jacinto mountains, while the southern limit of the SCAB is the San Diego County line. The SCAB consists of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County.

The local dominant wind blows predominantly from the south-southwest with relatively low velocities. The annual average annual wind speed is about 10 miles per hour (mph). Summer wind speeds average slightly higher than winter wind speeds. Low average wind speeds, together with a persistent temperature inversion limit the vertical dispersion of air pollutants throughout the SCAB.

The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If the winds are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events.

The annual average temperature varies little throughout much of the SCAB, ranging from the low to middle 60s (°Fahrenheit). With more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal regions and Los Angeles metropolitan area are transported inland until reaching the mountains, where the combination of mountains and temperature inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas of the SCAB. Air

stagnation may occur during the early evening and early morning periods of transition between day and nighttime flows.

Temperature inversions are an important feature that limits the vertical depth through which pollution can be mixed. During the summer, coastal areas are characterized by a sharp discontinuity between the cool marine air at the surface and the warm, sinking air aloft within the high-pressure cell over the ocean to the west. This marine/subsidence inversion allows for good local mixing but acts like a giant lid over the SCAB. The air remains stagnant, as the average wind speed in downtown Los Angeles becomes less than 5 mph.

A second type of inversion forms on clear winter nights when cold air off the mountains sinks to the valley floor while the air aloft over the valley remains warm. This forms radiation inversions. These inversions, in conjunction with calm winds, trap pollutants such as those from automobile exhaust near their source. They lead to air pollution "hotspots" in heavily developed coastal areas of the SCAB, although onshore breezes often push the pollutants along canyons into the inland valleys. Summers are often periods of hazy visibility and occasionally unhealthful air, while winter air quality impacts tend to be highly localized and can consist of elevated levels of nitrogen dioxide and fine particulate matter.

The weather station closest to the Project site is a National Weather Service Cooperative weather station located at Sun City Station (ID: 048655). Climatological data from the National Weather Service at this station is summarized in **Table 4.3-1, *Meteorological Summary***.

Table 4.3-1
Meteorological Summary

Month	Temperature (˚F)			Mean Precipitation (inches)
	Mean	Mean Max.	Mean Min.	
January	51.8	68.5	35.1	2.24
February	53.0	68.9	37.1	3.29
March	56.3	72.1	40.5	1.65
April	61.3	78.9	43.7	0.90
May	67.4	85.1	49.7	0.32
June	73.1	92.4	53.8	0.04
July	78.9	99.5	58.4	0.04
August	79.7	100.3	59.2	0.22
September	76.1	94.8	57.5	0.10
October	67.2	85.4	48.9	0.42
November	57.8	75.9	39.7	0.59
December	51.4	68.7	34.0	1.30
Annual	**64.6**	**82.6**	**46.5**	**11.11**

4.3.2.2 Description of Air Pollutants

The following section describes the air pollutants of concern related to the Project. Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health. The following descriptions of criteria air pollutants have been provided by the South Coast Air Quality Management District (SCAQMD).

Carbon Monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, and competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs in the body. The ambient air quality standard for carbon monoxide is intended to protect persons whose medical condition already compromises their circulatory system's ability to deliver oxygen. These medical conditions include certain heart ailments, chronic lung diseases, and anemia. Persons with these conditions have reduced exercise capacity even when exposed to relatively low levels of CO. Fetuses are at risk because their blood has an even greater affinity to bind with CO. Smokers are also at risk from ambient CO levels because smoking increases the background level of CO in their blood. The South Coast basin is has recently achieved attainment status for carbon monoxide by both United States Environmental Protection Agency (USEPA) and California Air Resources Board (CARB).

Nitrogen Dioxide (NO_2) is a byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_x. NO_2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in young children has also been observed at concentrations below 0.3 parts per million (ppm). NO_2 absorbs blue light which results in a brownish red cast to the atmosphere and reduced visibility. Although NO_2 concentrations have not exceeded national standards since 1991 and the state hourly standard since 1993, NO_x emissions remain of concern because of their contribution to the formation of O_3 and particulate matter.

Ozone (O_3) is one of a number of substances called photochemical oxidants that are formed when VOC's and NO_x react in the presence of ultraviolet sunlight. O_3 concentrations in the South Coast basin are typically among the highest in the nation, and the damaging effects of photochemical smog, which is a popular name for a number of oxidants in combination, are generally related to the concentrations of O_3. Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the subgroups most susceptible to O_3 effects. Short-term exposures (lasting for a few hours) to O_3 at levels typically observed in southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. In recent years, a correlation between elevated ambient O_3 levels and increases in daily hospital admission rates, as well as mortality, has also been reported. The SCAB is designated by the USEPA as an extreme non-attainment area for ozone. Although O_3 concentrations have declined substantially since the early 1990s, the SCAB continues to have peak O_3 levels that exceed both state and federal standards.

Fine Particulate Matter (PM_{10}) consists of extremely small suspended particles or droplets 10 microns or smaller in diameter that can lodge in the lungs, contributing to respiratory problems. PM_{10} arises from such sources as re-entrained road dust, diesel soot, combustion products, tire and brake abrasion, construction operations, and fires. It is also formed in the atmosphere from NO_x and SO_2 reactions with ammonia. PM_{10} scatters light and significantly reduces visibility. Inhalable particulates pose a serious health hazard, alone or in combination with other pollutants. More than half of the smallest particles inhaled will be deposited in the lungs and can cause permanent lung damage. Inhalable particulates can also have a damaging effect on health by interfering with the body's mechanism for clearing the respiratory tract or by acting as a carrier of an absorbed toxic substance. The SCAB has recently achieved federal attainment status for PM_{10}, but is non-attainment based on state requirements.

Ultra-Fine Particulate Matter ($PM_{2.5}$) is defined as particulate matter with a diameter less than 2.5 microns and is a subset of PM_{10}. $PM_{2.5}$consists mostly of products from the reaction of NO_x and SO_2 with ammonia, secondary organics, finer dust particles, and the combustion of fuels, including diesel soot. $PM_{2.5}$ can cause exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease, declines in pulmonary function growth in children, and increased risk of premature death from heart or lung diseases in the elderly. Daily fluctuations in $PM_{2.5}$ levels have been related to hospital admissions for acute respiratory conditions, school absences, and increased medication use in children and adults with asthma. The SCAB is designated as non-attainment for $PM_{2.5}$ by both federal and state standards.

Sulfur dioxide (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Individuals with asthma may experience constriction of airways with exposure to SO_2. Though SO_2 concentrations have been reduced to levels well below state and federal standards, further reductions in SO_2 emissions are needed because SO_2 is a precursor to sulfate and PM_{10}. The SCAB is considered a SO_2 attainment area by USEPA and CARB.

Lead (Pb) concentrations once exceeded the state and federal air quality standards by a wide margin but have not exceeded state or federal air quality standards at any regular monitoring station since 1982. Though special monitoring sites immediately downwind of lead sources recorded localized violations of the state standard in 1994, no violations have been recorded since. Consequently, the SCAB is designated as an attainment area for lead by both the USEPA and CARB. The *AQ/GHG Analysis* did not analyze lead emissions from the Project, as it is not expected to emit lead in any significant measurable quantity.

Volatile Organic Compounds (VOC), although not actually a criteria air pollutant, VOCs are regulated by the SCAQMD because they cause chemical reactions which contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM_{10} and lower visibility levels. Sources of VOCs include combustion engines, and evaporative emissions associated with fuel, paints and solvents, asphalt paving, and the use of household consumer products such as aerosols. Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOC. Some hydrocarbon components classified as VOC emissions are hazardous air pollutants. Benzene, for example, is a hydrocarbon component of VOC emissions that is known to be a human carcinogen. The term reactive organic gases (ROG) are often used interchangeably with VOC.

Toxic Air Contaminants (TACs) are defined as air pollutants which may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health, and for which there is no concentration that does not present some risk. This contrasts with the criteria pollutants, in that there is no threshold level for TAC exposure below which adverse health impacts are not expected to occur. The majority of the estimated health risk from TACs can be attributed to a relatively few compounds, the most common being diesel particulate matter (DPM). In addition to DPM, benzene and 1,3-butadiene are also significant contributors to overall ambient public health risk in California. TACs are discussed in greater detail in Section 4.3.2.3.b.

4.3.2.3 Local Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Estimates of the existing emissions in the SCAB provided in the Final 2016 Air Quality Management Plan, prepared by SCAQMD, March 2017, indicate that collectively, mobile sources account for 60 percent of the Volatile Organic Compounds (VOC), 90 percent of the mixture of NO (Nitrogen Oxide) and NO_2 (Nitrogen Dioxide) – commonly called NO_x) emissions, 95 percent of the Carbon Monoxide (CO) emissions and 34 percent of directly emitted Ultra-Fine Particulate Matter ($PM_{2.5}$), with another 13 percent of $PM_{2.5}$ from road dust.

The SCAQMD has divided the SCAB into fourteen general forecasting areas and thirty-six

Source Receptor Areas (SRA) for monitoring and reporting local air quality. The SCAQMD provides daily reports of the current air quality conditions in each general forecast area and SRA. The monitoring areas provide a general representation of the local meteorological, terrain, and air quality conditions within the SCAB.

The Project is located within the Hemet/Elsinore general forecasting area and Perris Valley SRA-24 locations. SCAQMD operates the Perris air monitoring station (Perris Station) at 237½ N. D Street, Perris, approximately 4.71 miles northwest of the Project site. Since not all the monitoring stations monitor for all pollutants, the next nearest stations, Lake Elsinore-W Flint Street (Lake Elsinore Station), located approximately 10.66 miles southwest of the site at 506 W. Flint Street, Lake Elsinore, and Riverside-Rubidoux (Riverside Station), located at 5888 Mission Boulevard, Rubidoux, were used to complete the air pollutants concentration profiles.

Ozone (O_3) and Fine Particulate Matter (PM_{10}) are monitored at the Perris Station. The Elsinore station is referenced for CO and NO_2. The Riverside Station was referenced for $PM_{2.5}$. These pollutant levels were used to comprise a "background" for the Project location and existing local air quality.

Table 4.3-2, *Local Air Quality*, summarizes the published air quality monitoring data from 2015 through 2017, which is the most recent 3-year period available. The data shows that during the past few years, the Project area has exceeded ozone and Particulate Matter (PM_{10} and $PM_{2.5}$).

Table 4.3-2
Local Air Quality

Air Pollutant Location	Averaging Time	Item	2015	2016	2017
Carbon Monoxide from Lake Elsinore	8 Hour	Max 8 Hour (ppm) Days > State Standard (9 ppm)	0.099 35	0.094 45	0.098 56
Station		Days >National Standard (9 ppm)	31	44	54
Ozone from Perris Station	1 Hour	Max 1-Hour (ppm) Days > State Standard (0.09 ppm)	0.124 25	0.131 23	0.120 33
	8 Hour	Max 8 Hour (ppm) Days > State Standard (0.07 ppm) Days >National Standard (0.075 ppm)[1] Days >National Standard (0.070 ppm)	0.103 50 31 49	0.099 56 30 55	0.106 86 52 80
Coarse Particles (PM_{10}) from Perris Station	24 Hour	Max 24-Hour (µg/m³) Days > State Standard (50 µg/m³) Days >National Standard (150 µg/m³)	188.0 4 1	76.0 * 0	75.4 * 0
	Annual	Annual Average (µg/m³) Exceeded >State Standard (20 µg/m³)	33.1 YES	32.2 YES	32.6 YES
Fine Particulates ($PM_{2.5}$) from Riverside Station	24 Hour	Max 24-Hour (µg/m³) Days >National Standard (35 µg/m³)	61.1 9	60.8 5	50.3 7
	Annual	Annual Average (µg/m³) Exceeded >State Standard (12 µg/m³) Exceeded >National Standard (15 µg/m³)	11.8 NO NO	12.5 YES NO	12.2 YES NO
Nitrogen Dioxide from Elsinore Station	1 Hour	Max 1-Hour (ppm) Days > State Standard (0.18 ppm)	0.0472 0	0.0513 0	0.049 0
	Annual	Annual Average (ppm) Exceeded >State Standard (0.030 ppm) Exceeded >National Standard (0.053 ppm)	0.008 NO NO	0.008 NO NO	0.008 NO NO

[1] 2008 National Standards
ARB = California Air Resource Board
ppm = part per million
means there was insufficient data available to determine the value
µg/m³ = micrograms per cubic meter

4.3.2.4 Regulatory Framework

4.3.2.4.a Air Quality

The Federal Clean Air Act (§ 7602) defines an air pollution as any agent or combination of such agents, including any physical, chemical, biological, or radioactive substance which is emitted into or otherwise enters the ambient air. Household combustion devices, motor vehicles, industrial facilities and forest fires are common sources of air pollution. Air pollution can cause disease, allergies and death. It affects soil, water, crops, vegetation, manmade materials, animals, wildlife, weather, visibility, and climate. It can also cause damage to and deterioration of property, present hazards to transportation, and negatively impact the economy.

This section provides background information on criteria air pollutants, the applicable federal, state and local regulations concerning air pollution, and the existing physical setting of the Project within the context of local air quality.

Federal and State Ambient Air Quality Standards

The Federal Clean Air Act, which was last amended in 1990, requires the EPA to set National Ambient Air Quality Standards (NAAQS) for criteria pollutants considered harmful to public health and the environment. The State of California has also established additional and more stringent California Ambient Air Quality Standards (CAAQS) in addition to the seven criteria pollutants designated by the federal government.

Ambient Air Quality Standards (AAQS) are designed to protect the health and welfare of the populace with a reasonable margin of safety. The standards are divided into two categories, primary standards and secondary standards. Primary standards are implemented to provide protection for the "sensitive" populations such as those with asthma, or the children and elderly. Secondary standards are to provide protection against visible pollution as well as damage to the surrounding environment, including animals, crops, and buildings.

Reference **Table 4.3-3, *Federal and State Ambient Air Quality Standards***.

Table 4.3-3
Federal and State Ambient Air Quality Standards[1]

Air Pollutant	Averaging Time	Federal Standard (NAAQS)[2]	California Standard (CAAQS)[2]
Ozone	1 Hour	--	0.09 ppm
	8 Hour	0.070 ppm[4]	0.070 ppm
Carbon Monoxide (CO)	1 Hour	35 ppm	20 ppm
	8 Hour	9 ppm	9 ppm
Nitrogen Dioxide (NO_2)	1 Hour	0.100 ppm	0.18 ppm
	Annual	0.053 ppm	0.030 ppm
Sulfur Dioxide (SO_2)	1 Hour	0.075 ppm	0.25 ppm
	3 Hour	0.5 ppm[3]	--
	24 Hour	--	0.04 ppm
Particulate Matter (PM_{10})	24 Hour	150 µg/m³	50 µg/m³
	Mean	--	20 µg/m³
Particulate Matter ($PM_{2.5}$)	24 Hour	35 µg/m³	--
	Annual	12 µg/m³	12 µg/m³
Lead[4]	30-day	--	1.5 µg/m
	Quarter	1.5 µg/m	--
	3-month average	0.15 µg/m	--
Visibility reducing particles	8 Hour	--	23/km extinction coefficient. (10-mile visibility standard)
Sulfates	24 Hour	--	25 µg/m
Vinyl chloride[4]	24 Hour	--	0.01 ppm
Hydrogen sulfide	24 Hour	--	0.03 ppm

[1] Source: USEPA and CARB.
[2] ppm = parts per million of air, by volume; µg/m3 = micrograms per cubic meter; Annual = Annual Arithmetic Mean; 30-day = 30-day average; Quarter = Calendar quarter.
[3] Secondary standard.
[4] The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Several pollutants listed in **Table 4.3-3** are not addressed in this analysis. Lead is not included because the Project is not anticipated to emit lead. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is addressed. The Project is not expected to generate or be exposed to vinyl chloride because proposed Project uses do not utilize the chemical processes that create this pollutant and there are no such uses in the Project vicinity. The Project is not expected to cause exposure to hydrogen sulfide because it would not generate hydrogen sulfide in any substantial quantity.

In addition to setting out primary and secondary AAQS, the State has established a set of episode criteria for O_3, CO, NO_2, SO_2, and PM_{10}. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health, as required in the California Air Pollution Emergency Plan and Title 40 of the U.S. Code of Federal Regulations. Health effects are progressively more severe as pollutant levels increases from Stage One to Stage Three. An alert level is that concentration of pollutants at which initial stage control actions are to begin. An alert will be declared when any one of the pollutant concentrations can be expected to remain at these levels for 12 or more hours or to increase or, in the case of oxidants, the situation is likely to recur within the next 24 hours, unless control actions are taken.

Pollutant alert levels:

- O_3: 392 micrograms per cubic meter (µg/m3) (0.20 parts per million [ppm]), 1-hour average
- CO: 17 milligrams per cubic meter (mg/m3) (15 ppm), 8-hour average
- NO_2: 1,130 µg/m3 (0.6 ppm) 1-hour average; 282 µg/m3 (0.15 ppm) 24-hour average

Attainment Status

The Clean Air Act requires states to prepare a State Implementation Plan (SIP) to ensure air quality meets the NAAQS. The CARB provides designations of attainment for air basins where AAQS are either met or exceeded. If the AAQS are met, the area is designated as being in "attainment", if the air pollutant concentrations exceed the AAQS, then the area is designated as being "nonattainment". If there is inadequate or inconclusive data to make a definitive attainment designation, the area is considered "unclassified."

National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual $PM_{2.5}$ standard is met if the three-year average of the annual average $PM_{2.5}$ concentration is less than or equal to the standard.

When a state submits a request to the EPA to re-designate a nonattainment area to attainment, the Clean Air Act (CAA) section 175A(a) requires that the state (or states, if the area is a multi-state area) submit a maintenance plan ensuring the area can maintain the air quality standard for which the area is to be re-designated for at least 10 years following the effective date of re-designation. **Table 4.3-4, *South Coast Air Basin Attainment Status*** lists the attainment status for the criteria pollutants in the SCAB.

Table 4.3-4
South Coast Air Basin Attainment Status[1]

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme)
Carbon monoxide	Attainment	Attainment (Maintenance)
Nitrogen dioxide (annual)	Attainment	Attainment (Maintenance)
Nitrogen dioxide (1-hour)	Attainment	Attainment
Total	Attainment	Attainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
Lead	Attainment	Nonattainment (Partial)[2]

[1]Partial Nonattainment designation – Los Angeles County portion of Basin only.
[2]Partial Nonattainment designation – Los Angeles County portion of Basin only.

South Coast Air Quality Management District (SCAQMD)

The agency responsible for air pollution control for the SCAB is the SCAQMD. SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the SCAB. SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the SCAB. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the federal and/or California ambient air quality standards. The term nonattainment area is used to refer to an air SCAB where one or more ambient air quality standards are exceeded.

Every three (3) years the SCAQMD prepares a new AQMP, updating the previous plan and having a 20-year horizon. The latest version is the 2016 AQMP. The 2016 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air. While air quality has dramatically improved over the years, the SCAB still exceeds federal public health standards for both ozone and particulate matter (PM) and experiences some of the worst air pollution in the nation. The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan is not approved or if the NAAQS are not met on time.

The most significant air quality challenge in the SCAB is to reduce NO_x emissions sufficiently to meet the upcoming ozone standard deadlines. Based on the inventory and modeling results, 522 tons per day (tpd) of total SCAB NO_x 2012 emissions are projected to drop to 255 tpd and 214 tpd in the 8-hour ozone attainment years of 2023 and 2031 respectively, due to continued

implementation of already adopted regulatory actions ("baseline emissions"). The analysis suggests that total SCAB emissions of NO_x must be reduced to approximately 141 tpd in 2023 and 96 tpd in 2031 to attain the 8-hour ozone standards. This represents an additional 45 percent reduction in NO_x in 2023, and an additional 55 percent NO_x reduction beyond 2031 levels.

The SCAQMD establishes a program of rules and regulations to obtain attainment of the state and federal standards in conjunction with the AQMP. Several of the rules and regulations that may be applicable to this Project include, but are not limited to, the following:

- **SCAQMD Rule 402** prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- **SCAQMD Rule 403** governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

- **SCAQMD Rule 445** restricts wood burning devices from being installed into any new development and is intended to reduce the emissions of particulate matter for wood burning devices.

- **SCAQMD Rule 1113** governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of project must comply with Rule 1113.

- **SCAQMD Rule 1143** governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

- **SCAQMD Rule 1186** limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

- **SCAQMD Rule 1303** governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM_{10} among other pollutants.

- **SCAQMD Rule 2202** On-Road Motor Vehicle Mitigation Options, is to provide employers with

a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

4.3.2.4.b Health Risk Assessment

Regulatory Setting

The Project is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

1. Federal - United States Environmental Protection Agency

The USEPA is responsible for setting and enforcing the NAAQS for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. NAAQS pollutants were identified using medical evidence.

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the national standards. The SIP must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

2. State – California Air Resources Board

The CARB, which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

CARB Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling adopts new section 2485 within Chapter 10, Article 1, Division 3, title 13 in the California Code of Regulations. The measure limits the idling of diesel vehicles (i.e., commercial trucks over 10,000 pounds) to reduce emissions of toxics and criteria pollutants. The driver of any vehicle subject to this section: (1) shall not idle the vehicle's primary diesel engine for greater than five minutes at any location; and (2) shall not idle a diesel-fueled auxiliary power system for more than five minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if it has a sleeper berth and the truck is located within 100 feet of a restricted area (homes and schools).

CARB Requirements to Reduce Idling Emissions from New and In-Use Trucks. Amendments were made to Title 13 in California Code of Regulations in Sections 1956.8, 2404, 2424, 2425, and 2485. The amendment states: "all new 2008 and subsequent model-year heavy-duty diesel engines shall be equipped with an engine shutdown system that automatically shuts down the engine after 300 seconds of continuous idling operation once the vehicle is stopped, the transmission is set to 'neutral' or 'park,' and the parking brake is engaged. If the parking brake is not engaged, then the engine shutdown system shall shut down the engine after 900 seconds of continuous idling operation once the vehicle is stopped and the transmission is set to 'neutral' or 'park.'" There are a few conditions where the engine shutdown system can be overridden to prevent engine damage. Any project trucks manufactured after 2008 would be consistent with this rule, which would ultimately reduce air emissions.

Statewide Truck and Bus Regulation (Regulation to Reduce Emissions of DPM, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles, Title 13, California Code of Regulations, Section 2025). On December 12, 2008, the ARB approved this regulation to reduce emissions from existing on-road diesel trucks and buses operating in California. This regulation applies to all on-road heavy-duty diesel-fueled vehicles with a gross vehicle weight rating greater than 14,000 pounds, agricultural yard trucks with off-road certified engines, and certain diesel fueled shuttle vehicles of any gross vehicle weight rating. Out-of-state trucks and buses that operate in California are also subject. Under the regulation, older, heavier trucks (i.e., those with pre-2000 year engines and a gross vehicle weight rating greater than 26,000 pounds), are required to have installed a particulate matter filter and must be replaced with a 2010 engine between 2015 and 2020, depending on the model year. By 2015, all heavier pre-1994 trucks must be upgraded to 2010 engines and newer trucks are thereafter required to be replaced over the next eight years. Older, more polluting trucks are required to be replaced first, while trucks that already have relatively clean 2007-2009 engines are not required to be replaced until 2023. Lighter trucks (14,001-26,000 pounds) must adhere to a similar schedule. Furthermore, nearly all trucks that were not required under the Truck and Bus Regulation to be replaced by 2015 were required to be upgraded with a particulate matter filter by that date.

The CARB is also responsible for regulations pertaining to toxic air contaminants. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release into the South Coast Air Basin. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

The Children's Environmental Health Protection Act of 1999 (Health and Safety Code Section 39606), requires explicit consideration of infants and children in assessing risks from air toxics. This necessitated that the Office of Environmental Health Hazard Assessment (OEHHA) revise the methods for both noncancer and cancer risk assessment, and of the exposure variates. The 2015 draft version of the OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines was updated from the previous 2003 version. The revised guidance manual reflects advances in the field of risk assessment along with explicit consideration of infants and children.

3. Regional

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the SCAB. To that end, as a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies. SCAQMD defines a "sensitive receptor" as a land use such as residences, schools, child care centers, athletic facilities, playgrounds, retirement homes and convalescent homes.

The Project is subject to the rules and regulations of the SCAQMD. The SCAQMD has not established its own set of ambient air quality standards and relies on the standards established by the ARB and the USEPA. The SCAQMD has, however, established health risk significance thresholds that it recommends to lead agencies in determining the health risk significance of new sources of air emissions under the California Environmental Quality Act.

In this regard, the SCAQMD has published a number of significance thresholds that apply to new projects operated within the SCAQMD. If the lead agency finds that a proposed project has the potential to exceed these health risk significance thresholds, the project would be considered to have a significant impact. These thresholds have been defined by SCAQMD based on scientific data the SCAQMD has obtained and factual data within the federal and State Clean Air Acts. The City of Menifee has not adopted its own set of significance thresholds. However, since the Project is located within the SCAQMD, the SCAQMD thresholds have been adopted for this Project. The SCAQMD has defined thresholds for health risk in terms of cancer risk and non-cancer hazard.

4.3.2.4.c Local Air Quality Regulations

Applicable City of Menifee General Plan Goals and Policies

The following are the applicable General Plan Air Quality Goals and Policies:

- **Goal C-1:** A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.
  - **Policy C-1.5:** Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.
- **Goal C-2:** A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.
  - **Policy C-2.2:** Provide off-street multipurpose trails and on-street bike lanes as our primary paths of citywide travel, and explore the shared use of low speed roadways for connectivity wherever it is safe to do so.
  - **Policy C-2.3:** Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.
  - **Policy C-2.4:** Explore opportunities to expand the pedestrian and bicycle networks; this includes consideration of utility easements, drainage corridors, road rights-of-way and other potential options.
  - **Policy C-2.5:** Work with the Western Riverside Council of Governments to implement the Non-Motorized Transportation Plan for Western Riverside County.
- **Goal C-3:** A public transit system that is a viable alternative to automobile travel and meets

basic transportation needs of the transit dependent.
  - **Policy C-3.3:** Provide additional development-related incentives to projects that promote transit use.
- **Goal LU-1:** Land uses and building types that result in a community where residents at all stages of life, employers, workers, and visitors have a diversity of options of where they can live, work, shop, and recreate within Menifee.
  - **Policy LU-1.10:** Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.
- **Goal OSC-9:** Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.
  - **Policy OSC-9.1:** Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.
  - **Policy OSC-9.2:** Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.
  - **Policy OSC-9.3:** Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.
  - **Policy OSC-9.5:** Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.

4.3.3 Thresholds of Significance

As discussed in Subsection 4.3.1, above, the Project impacts to three (3) criteria pertaining to air quality will be analyzed. According to the IS, the Project would have a significant impact if it would:

a. Conflict with or obstruct implementation of the applicable air quality plan.
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.
c. Expose sensitive receptors to substantial pollutant concentrations.

The questions posed in the IS are included for each topical section to guide the impact analysis and the above significance criteria represent a summary of the thresholds raised in the City's IS. The potential air quality changes in the environment are addressed in response to the above thresholds in the following analysis.

4.3.3.1 Regional Significance Thresholds

The SCAQMD has established air quality emissions thresholds for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per Section 15002(g) of the Guidelines for implementing CEQA. By complying with the thresholds of significance, the project would be in compliance with the SCAQMD AQMP and the federal and state air quality standards.

SCAQMD's significance thresholds for impacts to regional air quality are shown in **Table 4.3-5, *SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds***. Lead is not

included as part of this analysis as the Project is not expected to emit lead in any significant measurable quantity.

Table 4.3-5
SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds

Pollutant	Emissions (pounds)	
	Construction	Operational
Oxides of Nitrogen (NO_X)	100	55
Volatile Organic Compounds (VOC)	75	55
Coarse Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Oxides of Sulfur (SO_X)	150	150
Carbon Monoxide (CO)	550	550

4.3.3.2 Local Significance Thresholds

The SCAQMD has published the "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" and air quality emissions were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold (LST) Look-up Tables.

Table 4.3-6, *SCAQMD Localized Significance Thresholds (LST)*, lists the Localized Significance Thresholds (LST) used to determine whether a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard.

LSTs are developed based on the ambient concentrations of four applicable air pollutants for source receptor area (SRA) 24 – Perris Valley. The nearest existing sensitive receptors are located adjacent to the eastern property line. Potential future residential sensitive receptors may be located adjacent to the northern property line. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25 meter thresholds. Therefore, the sensitive receptor distance from the site boundary is assumed to be 25 meters and the daily disturbance area is calculated to be 5 acres.

Table 4.3-6
SCAQMD Localized Significance Thresholds (LST) [1]

Pollutant	Construction (lbs./day)	Operational (lbs./day)
NO_X	270	270
CO	1,577	1,577
PM_{10}	13	4
$PM_{2.5}$	8	2

[1] Source: SCAQMD Mass Rate Localized Significance Thresholds for 5 acre site in SRA-24 at 25 meters

4.3.3.3 Microscale CO Concentration Standards

The significance of localized CO impacts depends on whether ambient CO levels in the vicinity of the project are above or below federal or state standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of the AAQS. If ambient levels already exceed State or federal standards, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more.

Current CO levels in the SCAB are in attainment of both federal and state standards, and local air quality monitoring data indicates there have not been any localized exceedances of CO over the past three years. Therefore, the project must not contribute to an exceedance of a federal or state ambient air quality standard.

4.3.3.4 Health Risk Significance Thresholds

In addition to the thresholds established above for pollutants, the SCAQMD has also defined health risk thresholds. These thresholds are represented as a cancer risk and a non- cancer hazard to the public from exposures to TACs. Cancer risk represents the probability (in terms of risk per million individuals) that an individual would contract cancer resulting from exposure to TACs continuously over a lifetime exposure period of 30 years for sensitive receptors. Thus, an individual located in an area with a cancer risk of one would experience a one chance out of a population of one million of contracting cancer over a 30-year time period, assuming that individual lives in that exact location continuously for the entire 30-year time period.

TACs can also cause chronic (long-term) and acute (short-term) related non-cancer illnesses such as reproductive effects, respiratory effects, eye sensitivity, immune effects, kidney effects, blood effects, central nervous system effects, birth defects, or other adverse environmental effects. Risk characterization for non-cancer health hazards from TACs is expressed as a hazard index (HI). The HI is a ratio of the predicted concentration of the Project's emissions to a concentration considered acceptable to public health professionals, termed the Reference Exposure Level (REL). The SCAQMD has established the following health risk thresholds:

- Maximum Incremental Cancer Risk: 10 in 1 million at the nearest sensitive receptor or off-site worker; and
- Hazard Index (project increment) 1.0 or greater.

In 2005, the Western Riverside Council of Governments published a guidance document referred to as the "Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities." This document recommends guidelines that provide local governments and developers with a menu of options or strategies that can reduce exposure to diesel particulate from new and/or modified warehouse or distribution centers, or other sources of diesel pollution, such as freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. The Guidelines include seven goals, and a variety of strategies for each goal that can be implemented in whole or part. There are a variety of benefits associated with adopting the guidelines, such as reducing the exposure of residents and sensitive receptors to diesel emissions.

4.3.4 Potential Impacts

THRESHOLD a: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Significant and Unavoidable Impact

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed Project includes the SCAQMD Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed Project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider Project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies.

The SCAQMD CEQA Handbook identifies two key indicators of consistency:

1. Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

2. Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

4.3.4.1 Criterion 1 - Increase in the Frequency or Severity of Violations.

Based on the air quality modeling analysis contained in this analysis, the short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. However, this analysis also found that even with incorporation of mitigation, long-term operations impacts will exceed the SCAQMD regional threshold of significance for NO_x.

Therefore, the proposed Project contributes to the exceedance of an air pollutant concentration standard and is found to be inconsistent with the AQMP for the first criterion.

4.3.4.2 Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed

project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed Project are based on the same forecasts as the AQMP. The *2016-2040 Regional Transportation/Sustainable Communities Strategy*, prepared by SCAG, 2016, includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this Project, the City of Menifee General Plan Update defines the assumptions that are represented in the AQMP.

Specific Plan No. 260, Amendment No. 3 (SP260, A3) proposed the following modifications to the Specific Plan Land Use Plan Planning Areas (PA):

- Planning Area 11 (PA11) would be realigned along its southern boundary and re-designated from Business Park land uses to Very High Density Residential and would be split into two (2) subareas, 11A and 11B. Subarea 11A has an area of 19.56 acres and is located west of Junipero Road. Subarea 11B has an area of 9.79 acres and is located east of Junipero Road and will include a portion of the existing Southern California Edison (SCE) easement that had not previously been given a specific planning area designation.

- Planning Area 12 (PA12) would be realigned to a newly created area between PA11 and PA13 and re-designated from the current Business Park and Commercial Business Park land use to Commercial / Very High Density Residential land uses. Two (2) subareas are proposed, 12A and 12B. Subarea 12A has an area of 6.14 acres and is located west of Junipero Road. Subarea 12B has an area of 3.06 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 13 (PA13) would be realigned along its northern boundary and re-designated from Commercial Business Park to Commercial and would be split into two (2) subareas, 13A and 13B. Subarea 13A has an area of 10.23 acres and is located west of Junipero Road. Subarea 13B has an area of 5.19 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 14 (PA14) would retain a Commercial designation but would be reduced in acreage from 11.7 to 9.27 by redistributing areas into Planning Areas 12B and 13B.

Reference **Figure 2-1*, Existing and Proposed Land Uses,*** provided previously in Chapter 2 of this DEIR.

Detailed descriptions of each change that is proposed by SP 260, A3 are provided in **Table 3-1, *SP260, A3 Land Use Summary***, provided previously in Chapter 3 of this DEIR.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this DEIR.

The proposed land use scenario analyzed in the EIR would be the most intensive use allowed under the SP amendment and that any subsequent modifications to the land use plan would be bounded by the trip cap and AQ emissions established in this document. Therefore, the Project would not result in an inconsistency with the land use designation for this site and is found to be consistent with the AQMP for the second criterion.

However, as demonstrated above, the Project will not comply with the applicable thresholds of significance for NO_x, even with the proposed mitigation measures. Therefore, the Project is not consistent with the SCAQMD 2016 AQMP and the impact is considered potentially significant and unavoidable. No feasible mitigation is available.

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

Significant and Unavoidable Impact

The California Emissions Estimator Model Version 2016.3.2 (CalEEMod) was used to calculate criteria air pollutants and GHG emissions from the construction and operation of the Project.

CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify criteria air pollutant and GHG emissions. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from off-site energy generation, solid waste disposal, vegetation planting and/or removal, and water use. The model also identifies mitigation measures to reduce criteria pollutant and GHG emissions. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts.

4.3.4.3 Construction Assumptions

Construction of the Project is assumed to begin no sooner than early 2019 and last until 2023. Construction activity will consist of site preparation, grading, building construction, paving, and architectural coating. This analysis assumes the earthworks for the site will balance.

One (1) phase of construction was assumed for the entire Project. This results in a worst case estimate of daily emissions. For modeling purposes, the *AQ/GHG Analysis* was required to establish an estimated timeframe for construction reasonable projections for development. In this case, the timeframe for construction has passed, however, the emissions estimates are still applicable. The emissions factors used in estimating construction emissions actually get better (lower) over time, as the model assumes the continued employment of newer equipment with higher emissions standards being passed down from the State. Therefore, assuming all else is equal, a construction project beginning in 2019 and lasting 4 years would yield higher daily emissions than a construction project beginning at a later date.

The CalEEMod default construction equipment list is based on survey data and the size of the site. The parameters used to estimate construction emissions, such as the worker and vendor trips and trip lengths, utilize the CalEEMod defaults. The construction equipment list is shown in

Table 4.3-7, *Construction Equipment Assumptions*.

The quantity of fugitive dust estimated by CalEEMod is based on the number of equipment used during grading. CalEEMod estimates the worst-case fugitive dust impacts will occur during the grading phase. The total disturbance footprint would be 5 acres per 8 hour day with all equipment in use. The disturbance rate is based on the SCAQMD Fact Sheet for Applying CalEEMod to Localized Significance Thresholds.

The Project will be required to follow SCAQMD Rule 403 regarding fugitive dust (**Standard Condition SC-AQ-2**); which requires dust generating activities to follow best available control measures to reduce particulate emissions.

Table 4.3-7
Construction Equipment Assumptions [1]

Phase	Equipment	Amount	Hours Per Day	Soil Disturbance Rate (Acres/ 8hr-Day)[2]	Equipment Daily Disturbance Footprint (Acres)	Total Phase Daily Disturbance Footprint (Acres)
Site Preparation	Rubber Tired Dozers	3	8	0.5	1.5	3.5
	Tractors/Loaders/Backhoes	4	8	0.5	2.0	
Grading	Excavator	2	8	0.5	1.0	5.0
	Grader	1	8	0.5	0.5	
	Rubber Tired Dozers	1	8	0.5	0.5	
	Scrapers	2	8	1.0	2.0	
	Tractors/Loaders/Backhoes	2	8	0.5	1.0	
Building Construction	Cranes	1	7	0.0	0.0	1.3
	Forklifts Generator Sets Tractors/Loaders/Backhoes	3 1 3	8 8 7	0.0 0.0 0.5	0.0 0.0 1.3	
	Welders	1	8	0.0	0.0	
Paving	Pavers	2	8	0.0	0.0	0.0
	Paving Equipment	2	8	0.0	0.0	
	Rollers	2	8	0.0	0.0	
Architectural Coating	Air Compressors	1	6	0.0	0.0	0.0

[1] CalEEMod Defaults.
[2] Soil disturbance rate is based on the SCAQMD Fact Sheet for Applying CalEEMod to Localized Significance Thresholds.

4.3.4.4 Regional Construction Emissions

Regional air quality emissions include both on-site and off-site emissions associated with construction of the Project. Regional daily emissions of criteria pollutants are compared to the SCAQMD regional thresholds of significance.

As shown in **Table 4.3-8, *Regional Construction Emissions***, regional daily emissions of criteria pollutants are expected to be below the allowable thresholds of significance with recommended mitigation measures. Additionally, the Project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control, as described in **Standard Condition SC-AQ-1**. Compliance with the dust control is considered a standard requirement and included as part of the Project's design features, not mitigation.

By incorporating the recommended design features and mitigation of architectural coatings to 10 g/L VOC for buildings and 100 g/L VOC for parking lot striping (**Mitigation Measure MM-AQ-1**), the daily regional emissions will be below the SCAQMD thresholds of significance. Therefore, with incorporation of mitigation, the Project's short-term construction impact to regional air resources is less than significant.

CalEEMod daily emissions outputs are provided in Appendix A of the *AQ/GHG Analysis*.

Table 4.3-8
Regional *Construction Emissions*

Maximum Daily Emissions (lbs./day)[1]						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	4.43	45.64	22.86	0.04	9.94	6.16
Grading	4.85	54.59	34.27	0.06	5.99	3.66
Building Construction	8.13	52.5	62.37	0.20	13.20	4.6
Paving	1.8	11.16	15.09	0.02	0.74	0.57
Architectural Coating[3]	23.99	1.86	7.95	0.02	2.11	0.63
Overlapping Construction Phases[2]	33.92	65.52	85.41	0.24	16.04	5.79
Maximum[2]	33.92	65.52	85.41	0.24	16.04	6.16
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Maximum daily emissions during summer or winter.
[2] Construction, painting, and paving phases may overlap.
[3] Architectural coating includes mitigation of 10 g/L VOC for buildings and 100 g/L VOC for parking lot striping.

Mitigation Measure MM-AQ-1, which limits architectural coatings for Project buildings, shall be implemented. With the implementation of **Mitigation Measure MM-AQ-1**, the Project's regional VOC emissions will be reduced to a less than significant level.

4.3.4.5 Operational Assumptions

Operational emissions occur over the life of the Project and are considered "long-term" sources of emissions. Operational emissions include both direct and indirect sources. This section briefly describes the operational sources of emissions analyzed for the Project.

4.3.4.5.a Mobile Source Emissions

Mobile source emissions are the largest source of long-term air pollutants from the operation of the Project. Mobile sources are direct sources of project emissions that are primarily attributed to tailpipe exhaust and road dust (tire, brake, clutch, and road surface wear) from motor vehicle usage.

Estimates of motor vehicle emissions require information on four parameters: trip generation, trip length, vehicle/fleet mix, and emission factors (quantity of emission for each mile traveled or time spent idling by each vehicle).

The trip generation rates for this Project are based on the assumptions in the *Palomar Crossing Traffic Impact Study*, prepared by RK Engineering Group, Inc. (**Appendix I**). Trip summary information is shown in **Table 4.3-9, *Trip Generation Rates***.

Table 4.3-9
Trip Generation Rates

Land Use	ITE Code	Amount	Units[1]	Daily Trip Rate[2,3]
High Density Residential (Apartment)[3]	221	637	DU	7.06
General Retail and Commercial (Shopping Center)[4]	820	246.312	TSF	27.82

[1] DU= Dwelling Unit
TSF = Thousand Square Feet
[2] Trip rates based on the Palomar Crossing Traffic Impact Study, prepared by RK Engineering Group, Inc. (March 2018).
[3] Residential trip rates include 3 percent internal capture reduction identified in the Palomar Crossing Traffic Impact Study.
[4] Commercial trip rates include 2 percent internal capture and 25 percent pass-by reduction identified in the Palomar Crossing Traffic Impact Study.

CalEEMod defaults for trip types, trip lengths, and diverted/pass-by trips are shown in **Table 4.3-10, *Operational Vehicle Trip Assumptions***. Table **4.3-10** also shows the diverted/pass-by trips. The pass-by trips were adjusted to zero in the model as the trip generation rate from the *TIA* already incorporates pass-by trips. The operational vehicle mix is shown in **Table 4.3-11, *Vehicle Mix for Trips*** and is based on CalEEMod defaults of regional averages. The Emission Factors (EMFAC) 2014 model is used to estimate the mobile source emissions are embedded in the CalEEMod emissions model. No adjustments have been made to default emission factors.

Table 4.3-10
Operational Vehicle Trip Assumptions[1]

Land Use	Non-Residential Trips[2]								
	Trip Length (miles)			Trip Percent (%)			Trip Type (%)[3]		
	C-C	C-W	C-NW	C-C	C-W	C-NW	Primary	Divert	Pass-By
High Density Residential (Apartment)	5.9	14.7	8.7	19.2	40.2	40.6	87	13	0
General Retail and Commercial (Shopping Center)	8.4	16.6	6.9	64.7	16.3	19	60	41	0

[1] CalEEMod Defaults unless otherwise noted.
[2] Non-Residential Trips:
C-C = commercial-customer; C-W = commercial-work; C-NW = commercial-non-work.
[3] Pass-by trips changed to 0 and split between primary and divert. Pass-by accounted for in revised trip generation rate.

Table 4.3-11
Vehicle Mix for Trips[1]

Vehicle Class	Vehicle Mix (%)
Light Duty Automobile (LDA)	54.86%
Light Duty Truck (LDTI)	3.63%
Light Duty Truck (LDT2)	18.69%
Medium Duty Truck (MDV)	11.25%
Light Heavy Truck (LHD1)	1.43%
Light Heavy Truck (LHD2)	0.48%
Medium Heavy Truck (MHD)	1.76%
Heavy Heavy Truck (HHD)	7.01%
Other Bus (OBUS)	0.14%
Urban Bus (UBUS)	0.11%
Motorcycle (MCY)	0.45%
School Bus (SBUS)	0.09%
Motor Home (MH)	0.09%
Total	**100.0%**

[1] CalEEMod defaults.

4.3.4.5.b Energy Source Emissions

Energy usage includes both direct and indirect sources of emissions. Direct sources of emissions include on-site natural gas usage (non-hearth) for heating, while indirect emissions include electricity generated by offsite power plants. Natural gas use is measured in units of a thousand British Thermal Units (kBTU) per size metric for each land use subtype and electricity use is measured in kilowatt hours (kWh) per size metric for each land use subtype.

CalEEMod categorizes building electricity and natural gas use into uses that are subject to Title 24 standards and those that are not. Lighting electricity usage is also calculated as a separate category in CalEEMod. For electricity, Title 24 uses include the major building envelope systems covered by Part 6 (California Energy Code) of Title 24 such as space heating, space cooling, water heating, and ventilation. Non-Title 24 uses include all other end uses, such as appliances, electronics, and other miscellaneous plug-in uses. Because some lighting is not considered as part of the building envelope energy budget, and since a separate mitigation measure is applicable to this end use, CalEEMod makes lighting a separate category.

For natural gas, uses are likewise categorized as Title 24 or Non-Title 24. Title 24 uses including building heating and hot water end uses. Non-Title 24 natural gas uses include cooking and appliances (including pool/spa heaters).

The baseline values are based on the California Energy Commission sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies.

4.3.4.5.c Area Source Emissions

Area source emissions are direct sources of emissions that fall under four categories; hearths, consumer products, architectural coatings, and landscaping equipment. Per SCAQMD rule 445, no wood burning devices are allowed in developments; therefore, no wood burning fireplaces or woodstoves are included in this project. Consumer products include various solvents used in non-industrial applications which emit ROGs during their product use. These typically include cleaning supplies, kitchen aerosols, cosmetics and toiletries.

4.3.4.5.d Other Sources of Operational Emissions

Water

Greenhouse gas emissions are generated from the upstream energy required to supply and treat the water used on the Project site. Indirect emissions from water usage are counted as part of the Project's overall impact. The estimated water usage for the Project is reported in **Table 4.3-12, *Operational Water Usage and Waste Generation***.

Waste

CalEEMod calculates the indirect GHG emissions associated with waste that is disposed of at a landfill. The program uses annual waste disposal rates from the California Department of Resources Recycling and Recovery (CalRecycle) data for individual land uses. The program quantifies the GHG emissions associated with the decomposition of the waste which generates methane based on the total amount of degradable organic carbon. The estimated waste generation by the Project is reported in **Table 4.3-12**.

Table 4.3-12
Operational Water Usage and Waste Generation

Land Use	Water Usage (gallons/year)			Waste Generation (tons/year)[1]
	Indoor	Outdoor	Total	
High Density Residential (Apartment)	41,503,114	26,165,007	67,668,212	293.02
General Retail and Commercial (Shopping Center)	18,244,803	11,182,298	29,427,101	258.63
Total	**59,747,917**	**40,935,165**	**100,683,082**	**563.1**

[1] CalEEMod default estimates.

4.3.4.5.e Regional Operational Emissions

Long-term operational air pollutant impacts from the Project are shown in **Table 4.3-13, *Regional Operational Emissions – Unmitigated***. The Project is not expected to exceed any of the allowable daily emissions thresholds for criteria pollutants at the regional level, with the exception of NOx. NOx emissions are primarily associated with motor vehicle traffic and are expected to exceed the daily regional significance thresholds.

Table 4.3-13
Regional Operational Emissions – Unmitigated

Maximum Daily Emissions (lbs./day)[1]						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	18.21	108.23	201.12	0.91	68.80	18.73
Energy Sources	0.31	2.65	1.19	0.02	0.21	0.21
Area Sources	22.28	10.12	56.70	0.06	1.06	1.06
Total[1]	40.80	121.00	259.00	0.99	70.08	20.00
SCAQMD Threshold[2]	55	55	550	150	150	55
Exceeds Threshold (?)	**No**	**Yes**	**No**	**No**	**No**	**No**

[1] Maximum daily emissions during summer or winter.

Table 4.3-14, *Regional Operational Emissions - Mitigated* shows the Project's opening year operational emissions with all reasonably feasible mitigation measures. While some trip reduction strategies can be imposed on employees, the Project cannot reasonably impose mitigation on private customers and their vehicles to the extent that would fully mitigate the impact. Even with the implementation of all reasonable measures, the NO_x emissions still exceed thresholds. Thus, Project related long-term air quality impacts would be potentially significant and unavoidable.

Table 4.3-14
Regional Operational Emissions – Mitigated

Maximum Daily Emissions (lbs./day)[1]						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	15.33	90.12	108.79	0.47	30.44	8.31
Energy Sources	0.31	2.65	1.19	0.02	0.21	0.21
Area Sources	22.28	10.12	56.70	0.06	1.06	1.06
Total	37.92	102.89	166.68	0.55	31.71	9.58
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	**No**	**Yes**	**No**	**No**	**No**	**No**

[1] Maximum daily emissions during summer or winter.

CalEEMod daily emissions outputs are provided in Appendix A of the *AQ/GHG Analysis*.

As shown in **Table 4.3-14**, the Project is expected to generate significant levels of NO_x that would persist over the life of the Project and exceed the maximum daily emissions limits set by SCAQMD. By exceeding the SCAQMD regional threshold, the impact is considered cumulatively significant and would contribute to ozone formation, a criteria pollutant for which SCAQMD is nonattainment. While the Project would not solely result in the exceedance of an AAQS, potential adverse health impacts associated with increased exposure to pollutant concentrations may occur.

NO_x includes a group of highly reactive gases known as the oxides of nitrogen, and while all of these gases are harmful to human health and the environment, of the greatest concern is Nitrogen Dioxide (NO_2). NO_2 is typically used as the indicator for the larger group of NO_x.

Breathing air with a high concentration of NO_2 can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms. Longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are generally at greater risk for the health effects of NO_2. NO_x also reacts with ammonia, moisture, and other compounds to form small particle that can penetrate deeply into sensitive parts of the lungs.

In addition, NO_x reacts with volatile organic compounds to form ground-level ozone. Breathing ground-level ozone can result in a number of health effects that are observed in broad segments of the population. Some of these effects include; induction of respiratory symptoms, decrements in lung function, and inflammation of airways. Respiratory symptoms from ozone exposure can include; coughing, throat irritation, pain, burning, or discomfort in the chest when

taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity.

SCAQMD, as noted in the Brief of Amicus Curiae to the Supreme Court of California in the Friant Ranch Case, (April 6, 2015), states that, with regards to analysis of air quality related health impacts, EIRs must generally quantify a project's pollutant emissions, but in some cases it is not feasible to correlate these emissions to specific, quantifiable health impacts (e.g. premature mortality; hospital emissions). Given the current limitations of quantifying health risks from NO_x and Ozone at a residential/commercial project level, as acknowledged by SCAQMD, a quantifiable risk assessment has not been performed.

Mitigation Measures **MM-AQ-2** through **MM-AQ-8**, requiring high-efficiency lighting, sidewalks, low-flow fixtures water-efficient irrigation, landfill waste reduction, ENERGY STAR-compliant appliances, and planting of trees shall be implemented in order to reduce Project emissions.

Even with the incorporation of Mitigation Measures **MM-AQ-2** through **MM-AQ-8**, the Project will result in a cumulatively considerable net increase of NO_x for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. Project impacts will be significant and unavoidable.

THRESHOLD c: Would the Project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact

4.3.4.6 Localized Construction Analysis Modeling Parameters

CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. This report identifies the following parameters in the project design or applicable mitigation measures in order to compare CalEEMod reported emissions against the localized significance threshold lookup tables:

1. The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
2. The maximum number of acres disturbed on the peak day.
3. Any emission control devices added onto off-road equipment.
4. Specific dust suppression techniques used on the day of construction activity with maximum emissions.

4.3.4.7 Localized Construction Emissions

Table 4.3-15, *Localized Construction Emissions* illustrates the construction related localized emissions and compares the results to SCAQMD LST thresholds. As shown in **Table 4.3-15**, the emissions will be below the SCAQMD thresholds of significance for localized construction emissions. The Project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control, as described in **Standard Condition SC-AQ-1**. Compliance with the

dust control is considered a standard requirement and included as part of the project's design features, not mitigation. The Project's short-term construction impact to localized air resources is less than significant.

Table 4.3-15
Localized Construction Emissions

Maximum Daily Emissions (lbs/day)[1]				
Activity	**NOx**	**CO**	**PM_{10}**	**$PM_{2.5}$**
On-site Emissions	54.52	33.38	9.73	6.1
SCAQMD Construction Threshold[2]	270	1,577	13	8
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

[1] Maximum daily emissions during summer or winter
[2] Reference LST thresholds are from 2006-2008 SCAQMD Mass rate Localized Significant Thresholds for construction and operation Tables C-1 through C-6 for a disturbance area of 5 acres and at a receptor distance of 25 meters. Source Receptor Area 24 (Perris Valley) Thresholds.

4.3.4.7.a Fugitive Dust

The Project is required to comply with regional rules that assist in reducing short-term air pollutant emissions associated with suspended particulate matter, also known as fugitive dust. Fugitive dust emissions are commonly associated with land clearing activities, cut-and-fill grading operations, and exposure of soils to the air and wind. SCAQMD Rule 403 requires that fugitive dust be controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rules 402 and 403 require implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site (reference **Standard Conditions SC-AQ-1** and **SC-AQ-2**).

Localized construction emissions, shown in Section 4.3.4.11, indicate daily construction emissions, with standard control measures, would be below the applicable thresholds established by the SCAQMD. The proposed Project's short term construction activities would cause less than significant fugitive dust impacts.

4.3.4.7.b Naturally Occurring Asbestos

The proposed Project is located in Riverside County, CA, which is not among the California counties that are found to have serpentine and ultramafic rock in their soils. Therefore, the potential risk for uncovering naturally occurring asbestos during Project construction is small. However, in the event asbestos is found on the site, the Project will be required to comply with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) Asbestos Program. An Asbestos NESHAP Notification Form shall be completed and submitted to the CARB immediately upon discovery of the contaminant. The Project will be required to follow NESHAP standards for emissions control during site renovation, waste transport and waste disposal. A person certified in asbestos removal procedures will be required to supervise on-site activities. By following the required asbestos abatement protocols, the Project impact is less than

significant.

4.3.4.7.c Construction Traffic

Construction traffic is evaluated with regards to air quality and greenhouse gas related emissions. Construction traffic is expected to be heaviest during the grading phase. CalEEMod estimates emission levels during all phases of construction related to both on-road and off-road mobile sources. As shown in **Table 4.3-8** and **Table 4.3-15**, emission levels associated with on-site and off-site construction traffic will be below the applicable thresholds set forth by the State of California and the SCAQMD. The Project impact from construction traffic is considered less than significant.

4.3.4.8 Localized Operational Emissions

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptor that may be impacted by the proposed Project are the single-family detached residential dwelling units located adjacent to the eastern property line of the site, the single-family detached residential dwelling units located approximately 150 feet (46 meters) northeast of the site (across Palomar Road), and existing single-family detached residential dwelling units located approximately 300 feet north of the site.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The proposed Project is a mixed-use project consisting of residential and commercial uses and does not include such uses. Therefore, due the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted.

The Project will result in less than significant localized operational emissions impacts.

4.3.4.8.a CO Hot Spot Emissions

A CO hot spot is a localized concentration of carbon monoxide (CO) that is above the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the publishing of the 1993 CEQA Air Quality Handbook, the SCAB was designated nonattainment, and projects were required to perform hot spot analyses to ensure they did not exacerbate an existing problem. Since this time, the SCAB has achieved attainment status and the potential for hot spots caused by vehicular traffic congestion has been greatly reduced. In fact, the SCAQMD AQMP found that peak CO concentrations were primarily the result of unusual meteorological and topographical conditions and not traffic congestion.

Furthermore, in the 2003 SCAQMD AQMP found that, at four of the busiest intersections in Los Angeles, there were no CO hot spots concentrations. The Palomar Crossing Traffic Analysis showed that the Project would generate a maximum of 11,352 daily trips. In near term future cumulative conditions, the intersection of Interstate 215 northbound ramps and McCall Boulevard, which is shown to have the highest traffic volume within the traffic analysis study

area, would experience approximately 2,138 vehicles during the peak hour. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. It is reasonable to conclude, therefore, that the Project would not significantly contribute to the formation of CO Hot Spots in the Project vicinity.

The Project impact to CO Hot Spots is less than significant.

4.3.4.8.b Health Risk Assessment

Pollutants

Pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of federal and state ambient air quality standards is provided in the Regulatory Framework section. As this analysis does not analyze the impact from criteria pollutants, rather it focuses on the health risk from diesel particulate matter (DPM) emissions. DPM is considered a toxic air contaminant.

Toxic Air Contaminants

A toxic air contaminant (TAC) is defined as an air pollutant which may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. To address health risks associated with TAC emissions, the ARB has adopted an aggressive risk reduction plan to achieve reductions in health risks associated with TAC emissions (ARB 2000). TACs are usually present in minute quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health even at very low concentrations. For those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no threshold level below which adverse health impacts are not expected to occur. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the State and federal governments have set ambient air quality standards. The majority of the estimated health risk from TACs can be attributed to a relatively few compounds, the most important being PM from diesel-fueled engines and DPM. In addition to DPM, benzene and 1,3-butadiene are also significant contributors to overall ambient public health risk in California.

Both SCAQMD and ARB have monitoring networks in the SoCAB that measure ambient concentrations of certain TACs that are associated with important health-related effects and are present in appreciable concentrations in the SoCAB. The SCAQMD uses this information to determine health risks for a particular area. The ARB publishes annual Statewide, air basin, and location-specific summaries of the concentration levels of several TACs and their resulting cancer risks[1]. The most recent summary is the ARB Air Quality Almanac for 2013. The Almanac

[1] Cancer risk is expressed as a probability of an individual out of a population of one million contracting cancer via a continuous exposure to TACs over a 70-year lifetime. Recent changes to health risk methodology have reduced the exposure time to 30 years;

presents the relevant concentration and cancer risk data for the ten TACs that pose the most substantial health risk in California based on available data. These TACs are: acetaldehyde, benzene, 1,3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene. DPM is not directly measured but is indirectly estimated based on fine particulate matter measurements and special studies on the chemical speciation of ambient fine particulate data along with receptor modeling techniques. ARB estimates that 78 percent of the known statewide cancer risks are from the top 10 outdoor air toxics in addition to DPM.

Estimates of total cancer risk Statewide have shown a steady decline from the early 1990s when the cancer risk from DPM was estimated to be 1,696 in one million. By the year 2000, the cancer risk was estimated to be 1,005 in one million or a reduction of 41 percent. Reductions in cancer risk are expected to continue into the future as new emission controls are implemented that further reduce DPM emissions, the major component of the total airborne cancer risk. **Table 4.3-16, *TAC Concentration Levels and Associated Risks - Riverside*** provides this summary of TACs and health risk information from the ARB Annual Toxic Summary for the most recent three-year period, 2015-2017 for the Riverside-Rubidoux air monitoring station located approximately 0.5 miles southeast of the Project site. The cancer risk attributable to the non-DPM chemicals (i.e., the 10 TACs measured by the ARB described above) have also shown significant reductions at the Rubidoux location declining from an estimated cancer risk of 429 in one million in 1990, to 130 in one million in 2015, a reduction of 70 percent. However, the total health risk shown for 2016 and 2017 is based on the revised risk methodology; which emphasizes the risk to children. The concentration of pollutants has not increased in recent years; just the risk from those pollutants, due to the change in risk assessment methodology.

however, the risk calculations now include risks due to pre-natal, infant and child exposure as well as to adults (16+ years) and older.

Table 4.3-16
TAC Concentration Levels and Associated Risks - Riverside[1]

TAC	Concentration[2] Risk[3]	Year		
		2015	2016	2017
Acetaldehyde	Annual Average	1.480	1.440	1.080
	Health Risk	22	21	16
Benzene	Annual Average	ND	0.327	0.271
	Health Risk	ND	85	70
1,3-Butadiene	Annual Average	ND	0.053	0.044
	Health Risk	ND	57	48
Carbon Tetrachloride	Annual Average	ND	0.087	0.090
	Health Risk	ND	67	69
Chromium, Hex	Annual Average	0.083	0.045	ND
	Health Risk	34	19	ND
Para-Dichlorobenzene	Annual Average	ID	ID	ID
	Health Risk	ID	ID	ID
Formaldehyde	Annual Average	3.520	3.640	3.350
	Health Risk	74	76	70
Methylene Chloride	Annual Average	ND	48.200	12.300
	Health Risk	ND	477	122
Perchloroethylene	Annual Average	ND	0.018	0.013
	Health Risk	ND	2	2
Diesel PM	Annual Average	No monitoring data available		
	Health Risk			
Total Health Risk (without DPM)		**130**	**804**	**397**

[1] Source: http://www.arb.ca.gov/adam/toxics/toxics.html (for Riverside-Rubidoux Air Monitoring Station; closest with available data to the site).
[2] Concentrations for Hexavalent Chromium are expressed as ng/m3, and concentrations for Diesel PM are expressed as µg/m3. Concentrations for all other TACs are expressed as ppb.
[3] Health Risk represents the number of excess cancer cases per million people based on a lifetime (70-year,; 30-year in 2016) exposure to the annual average concentration. Total Health Risk represents only those compounds listed in this table and only those with data for the year. There may be other significant compounds for which monitoring and/or health risk information is not available.
ND = no data reported
ID = insufficient data

Asbestos

Asbestos is listed as a TAC by the ARB and as a Hazardous Air Pollutant by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. The nearest likely

locations of naturally occurring asbestos, as identified in the General Location Guide for Ultramafic Rocks in California prepared by the California Division of Mines and Geology, is located in Santa Barbara County. The nearest historic asbestos mine to the Project site, as identified in the *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California*, prepared by U.S. Geological Survey, is located at Asbestos Mountain within the San Jacinto Mountain range and approximately 41 miles east of the Project site. Due to these distances to the nearest natural occurrences of asbestos, neither the Project site nor any fill material imported to the site is likely to contain asbestos.

Air Quality Standards - Toxic Air Contaminants

According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

In order to determine if the proposed Project may have a significant impact related to hazardous air pollutants (HAP), the Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, (Diesel Analysis), prepared by SCAQMD, August 2003, recommends that if the proposed project is anticipated to create hazardous air pollutants through stationary sources or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the hazardous air pollutants and the toxicity of the hazardous air pollutants should be analyzed through a comprehensive facility-wide health risk assessment (HRA)[2]. The sensitive receptors within the proposed project could be exposed to toxic air contaminants (TACs) from diesel truck emissions from the nearby SR-74 roadway.

As determined in the *California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369 (CBIA)* case, the California Supreme Court determined that CEQA does not generally require an impact analysis of the existing environmental conditions on the future residents of a proposed project and generally only requires an analysis of the proposed project's impact on the environment. However, the CBIA case also stated that when a proposed project brings development and people into an area already subject to specific hazards and the new development/people exacerbate the existing hazards, then CEQA requires an analysis of the hazards and the proposed project's effect in terms of increasing the risks related to those hazards. In regard to air quality hazards, TACs are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As such, if a proposed project would not exacerbate pre-existing hazards (e.g., TAC health risks) then an analysis of those hazards and the proposed project's effect on increasing those hazards is not required.

[2] In February 2015, the Office of Environmental Health Hazard Assessment updated their "Air Toxics Hot Spots Program, Risk Assessments Guidelines, Guidance Manual for Preparation of Health Risk Assessments; however, the updated OEHHA guidance states in the page footers "do not cite or quote." SCAQMD staff have incorporated the updates into their methodology for SCAQMD's Rules 1401, 1401.1, 1402, and 212, and have updated their HRA Guidance for permitting; however they are still in the process of updating the guidance for CEQA analyses (via working group sessions); however, to be conservative, the new OEHHA guidance was used to assess HRA impacts in this analysis. Per SCAQMD staff (personal communication with Dr. Jillian Wong 6-19-2015, 12-22-15 and 9-14-17), updated SCAQMD HRA guidance will be forthcoming.

The Project is a mixed use (commercial/residential) Project and will not be a source of toxic air contaminants. The existing conditions on the Project site only include vacant land that does not contain any operational land uses that emit toxic air contaminants. However, as the Project is locating sensitive receptors in proximity to roadway-related DPM sources, a Health Risk Assessment *HRA* was conducted at the request of the City of Menifee for informational and disclosure purposes.

Diesel Emissions Health Risk Assessment

The Project would be exposed to toxic air contaminant emissions from diesel truck emissions from nearby roadway DPM sources. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of revised Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology.

A health risk assessment requires the completion and interaction of four general steps:

1. Quantify project-generated TAC emissions.
2. Identify nearby ground-level receptor locations that may be affected by the emissions (including any special sensitive receptor locations such as residences, schools, hospitals, convalescent homes, and daycare centers).
3. Perform air dispersion modeling analyses to estimate ambient pollutant concentrations at each receptor location using project TAC emissions and representative meteorological data to define the transport and dispersion of those emissions in the atmosphere.
4. Characterize and compare the calculated health risks with the applicable health risk significance thresholds.

Sensitive receptors are being created within the Project site as the Project proposes residential uses. The nearest existing sensitive receptors are the existing single-family detached residential dwelling units located adjacent to the eastern property line of the site, existing single-family detached residential dwelling units located approximately 150 feet (46 meters) northeast of the site (across Palomar Road), and existing single-family detached residential dwelling units located approximately 300 feet north of the site.

The ARB Air Quality and Land Use Handbook (ARB Handbook) provides an advisory recommendation to avoid the locating new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. The closest any new residential use could be to potential roadway diesel particulate matter (DPM) sources would be approximately 400 feet from the nearest lanes of travel of SR-74. For SR-74, the City of Menifee General Plan (GP) proposed average daily traffic (ADT) post year 2035 shows that the road segment of SR-74 west of Menifee Road will have a build out ADT of 62,300. Caltrans truck traffic counts shows that the 2017 AADT truck percentage at the segment of SR-74 at Junction Route 215 is 12 percent. When that percentage was applied to the post-2035 build-out volumes from the GP, this yields a total of 7,476 trucks. Of those trucks, per Caltrans data, 1,719 would be 4+ axle, 673 would be 3-axle, and 5,084 would be 2-axle.

To determine the potential health risk from SR-74-related emissions sources to the future residents of the Project site, a health risk estimate was performed.

Estimate of Emission Factors

The DPM emission factors for the various vehicle types were derived from the CARB EMFAC2017 mobile source emission model. The third trimester exposure used opening year (2023) emissions factors, 2-year factors (for infant exposure) reflect years 2024 and 2025, 14-year average factors (for child exposure during years 2-16) reflect emissions during the first 14 years of operation after infancy (2026 to 2039), and the second 14 years of exposure (years 2040-2053) were also used for assessment of exposure during years 16 to 30 and were derived for Riverside County.

The four different sets of emissions factors used in this assessment are detailed in **Table 4.3-17, *DPM Vehicular Emission Factors***. It should be noted that the DPM emissions on both the gram per mile and gram per idle hour bases have declined beyond 2019 for all vehicle classes and in particular the heavy- heavy-duty truck class (the 4+ axle "big rig" trucks). This is due to the CARB emissions' requirements on heavy-duty trucks that call for either the replacement of older trucks with cleaner trucks or the installation of diesel particulate matter filters on the truck fleet.

Table 4.3-17
DPM Vehicular Emission Factors[1]

Vehicle Type	MPH assumed for vehicle type	14-year Average DPM Exhaust Emissions Factor (g/mi) [First 14 years]
Light Duty Auto (LDA)	50	0.001489109
Light Duty Truck 1 (LDT1)	50	0.016943463
Light Duty Truck 2 (LDT2)	50	0.00351988
Medium Duty Truck (MDV)	45	0.001804719
Light-Heavy Duty Truck 1 (LHDT1)	45	0.009785669
Light-Heavy Duty Truck 2 (LHDT2)	45	0.013726563
Medium-Heavy Duty Truck (MHDT)	40	0.004863
Heavy-Heavy Duty Truck (HHDT)	40	0.010697
Vehicle Type	**MPH assumed for vehicle type**	**14-year Average DPM Exhaust Emissions Factor (g/mi) [Second 14 years]**
Light Duty Auto (LDA)	50	0.000638938
Light Duty Truck 1 (LDT1)	50	0.003741004
Light Duty Truck 2 (LDT2)	50	0.003594645
Medium Duty Truck (MDV)	45	0.000802378
Light-Heavy Duty Truck 1 (LHDT1)	45	0.004951398
Light-Heavy Duty Truck 2 (LHDT2)	45	0.012183267
Medium-Heavy Duty Truck (MHDT)	40	0.004690
Heavy-Heavy Duty Truck (HHDT)	40	0.010348

Vehicle Type	MPH assumed for vehicle type	2-year Average DPM Exhaust Emissions Factor (g/mi)
Light Duty Auto (LDA)	50	0.003939282
Light Duty Truck 1 (LDT1)	50	0.103538394
Light Duty Truck 2 (LDT2)	50	0.003810107
Medium Duty Truck (MDV)	45	0.003557191
Light-Heavy Duty Truck 1 (LHDT1)	45	0.015552562
Light-Heavy Duty Truck 2 (LHDT2)	45	0.01604317
Medium-Heavy Duty Truck (MHDT)	40	0.004893
Heavy-Heavy Duty Truck (HHDT)	40	0.011192
Vehicle Type	**MPH assumed for vehicle type**	**1-year Average DPM Exhaust Emissions Factor (g/mi)**
Light Duty Auto (LDA)	50	0.004983254
Light Duty Truck 1 (LDT1)	50	0.119487051
Light Duty Truck 2 (LDT2)	50	0.004894692
Medium Duty Truck (MDV)	45	0.004054561
Light-Heavy Duty Truck 1 (LHDT1)	45	0.016944329
Light-Heavy Duty Truck 2 (LHDT2)	45	0.016654742
Medium-Heavy Duty Truck (MHDT)	40	0.004833
Heavy-Heavy Duty Truck (HHDT)	40	0.011019

[1]Source: EMFAC2017 for Riv (SC).

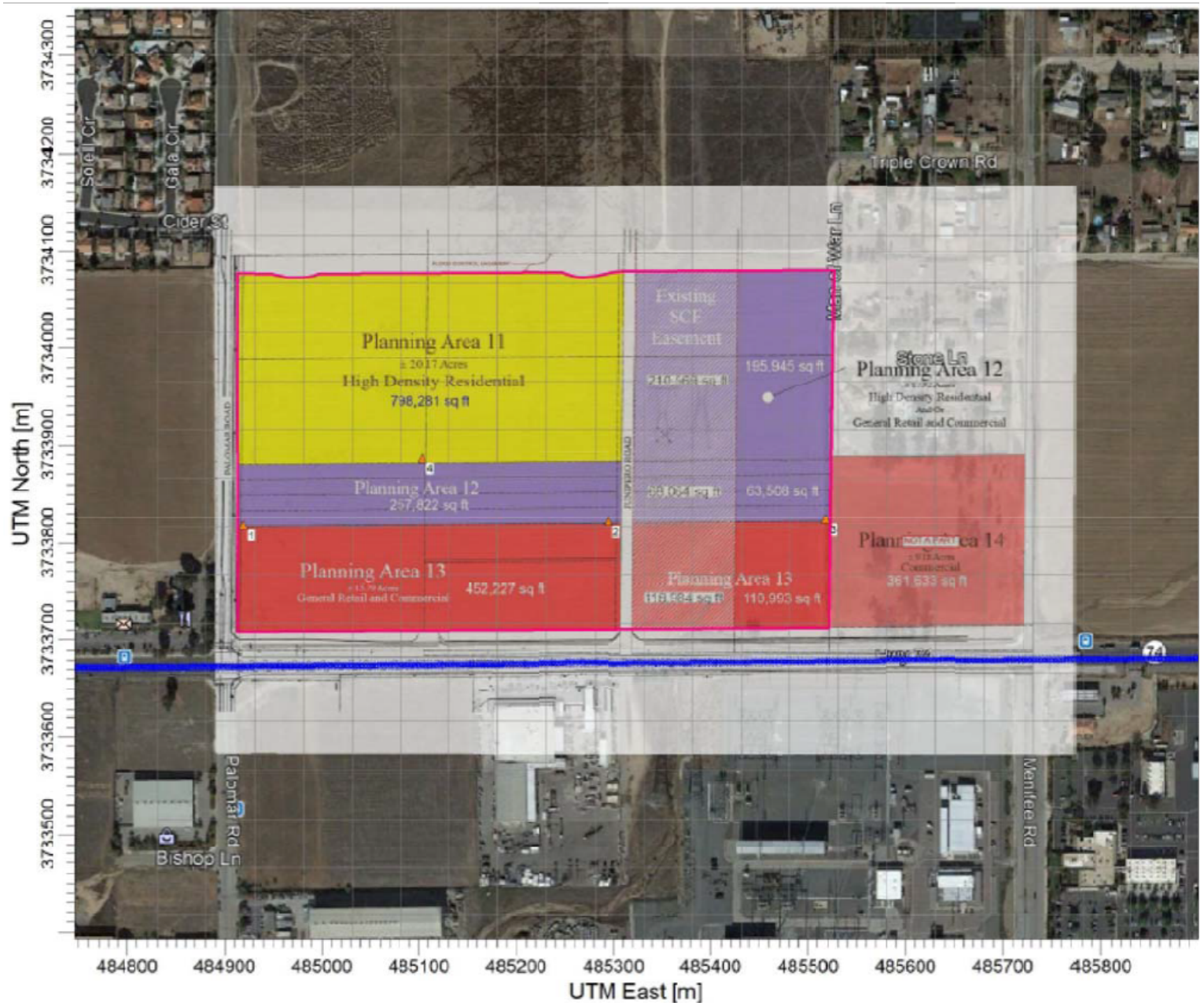
Emission Source Characterization

Each of the emission source types described above also requires geometrical and emission release specifications for use in the air dispersion model. **Table 4.3-18, *Summary of Emission Configurations*** provides a summary of the assumptions used to configure the various emission sources. The following definitions are used to characterize the emission source geometrical configurations referred to in **Table 4.3-18**:

Line source: A series of volume sources along a path, for example, vehicular traffic along a roadway (shown as a blue line on **Figure 4.3-1, *Model Source and Receptor Placement***).

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Figure 4.3-1
Model Source and Receptor Placement



Source: HRA (Appendix B)

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Table 4.3-18
Summary of Emission Configurations

Emission Source Type	Geometric Configuration	Relevant Assumptions
Off-Site Diesel Truck Traffic	Line Sources	Plume height: 12 feet
		Plume width: 12 feet
		Vehicle speed: See **Table 4.3-17**
		Length of the line source along SR-74 adjacent to the site
		Vehicle types: heavy-heavy-duty, medium-heavy-duty and light-heavy-duty diesel delivery trucks
		Emission factor: CARB EMFAC2017 (see **Table 4.3-17**)

Figure 4.3-1 provides the location of the sensitive receptors (shown by orange triangles) and emission source locations, shown by the blue line along the roadway. The site boundary is outlined in pink.

Receptor Network

The assessment requires that a network of receptors be specified where the impacts can be computed at the various locations surrounding the Project. Receptors were located at planning areas that allowed residential uses within the proposed Project. In addition, the identified sensitive receptors locations were supplemented by the specification of a modeling grid that extended around the proposed Project to identify other potential locations of impact. Per SCAQMD AERMOD guidance, and to ensure that impacts to children of all heights were assessed, the receptor height is 0meters (per SCAQMD methodology). The locations of the receptors are shown as orange triangles on **Figure 4.3-1**.

Dispersion Modeling

The next step in the assessment process utilizes the emissions inventory along with a mathematical air dispersion model and representative meteorological data to calculate impacts at the various receptor locations. The dispersion model used in this assessment is described below.

- Model Selection

The assessment of air quality and health risk impacts from pollutant emissions from this Project applied the USEPA American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD), which is the air dispersion model accepted by the SCAQMD for performing air quality impact analyses. AERMOD predicts pollutant concentrations from point, area, volume, line, and flare sources with variable emissions in terrain from flat to complex. It captures the essential atmospheric physical processes and provides reasonable estimates over a wide range of meteorological conditions and modeling scenarios. An AERMOD Terrain Preprocessor (AERMAP), which assigns detailed terrain information, was run prior to running AERMOD.

- General Model Assumptions

The basic options used in the dispersion modeling are summarized in **Table 4.3-19, *General Modeling Assumptions - AERMOD Model***.

Table 4.3-19
General Modeling Assumptions - AERMOD Model

Feature	Option Selected
Zone	11 North
Terrain processing	AERMAP
Emission source configuration	See **Table 4.3-19**
Regulatory dispersion options	Default
Land use	Urban[1]
Coordinate system	UTM
Receptor height	0 meters above ground[1]
Meteorological data	SCAQMD Perris Met Data

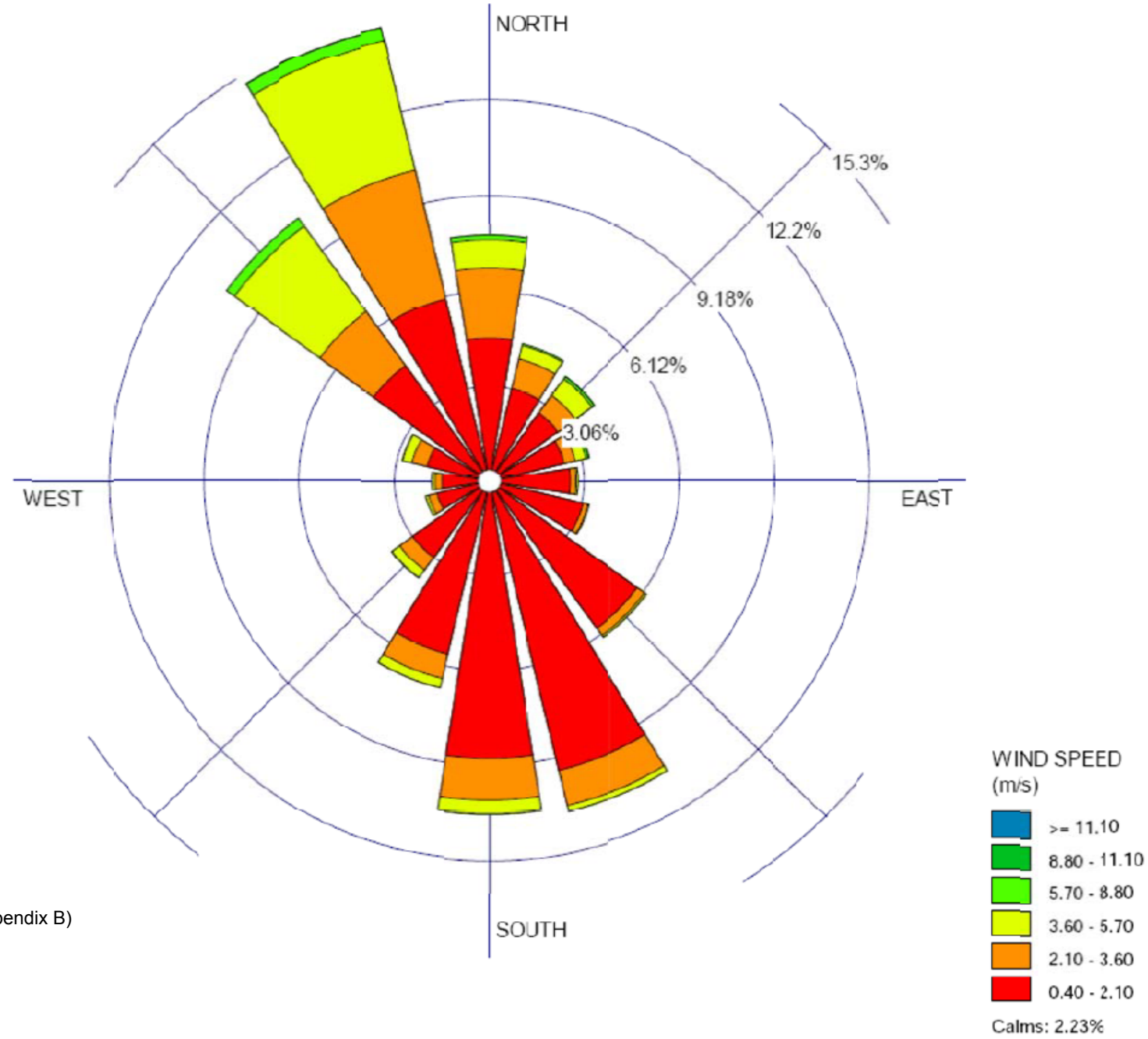
1 Per SCAQMD AERMOD guidance methodology, available at http://www.aqmd.gov/home/library/air-quality-data-studies/meteorological-data/modeling-guidance

- Meteorological Data

Meteorological data (processed with the ADJ_U[3] option) from the Air District's Perris monitoring site was selected for this modeling application. Five full years of sequential meteorological data was collected at the site from January 1, 2010 to December 31, 2016 by the SCAQMD. The SCAQMD processed the data for input to the model. The data was obtained at SCAQMD's http://www.aqmd.gov/home/library/air-quality-data-studies/meteorological-data/data-for-aermod. Reference **Figure 4.3-2, *Wind Rose - Perris***.

[3] The ADJ_U option was specified in AERMET for all stations found in Table 1. ADJ_U* is now a regulatory option in the AERMOD modeling system that adjusts the surface friction velocity parameter in the surface file (*.sfc) to improve model performance for sources that have peak concentrations under low wind, stable atmospheric conditions.

Figure 4.3-2
Wind Rose - Perris



Source: HRA (Appendix B)

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Estimation of Health Risks

Health risks from diesel particulate matter are twofold. First, diesel particulate matter is a carcinogen according to the State of California. Second, long-term chronic exposure to diesel particulate matter can cause health effects to the respiratory system. Each of these health risks is discussed below.

- Cancer Risks

According to the Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments, released by the Office of Environmental Health Hazard Assessment (OEHHA) in February 2015 and formally adopted in March 2015, the residential inhalation dose for cancer risk assessment should be calculated using the following formula:

[Dose-air (mg/(Kg-day)]*Cancer Potency*[1x10-6] = Potential Cancer Risk

Where:
Cancer Potency Factor = 1.1
Dose-inh = (C¬air * DBR * A * EF * ED *ASF*FAH* 10-6) / AT

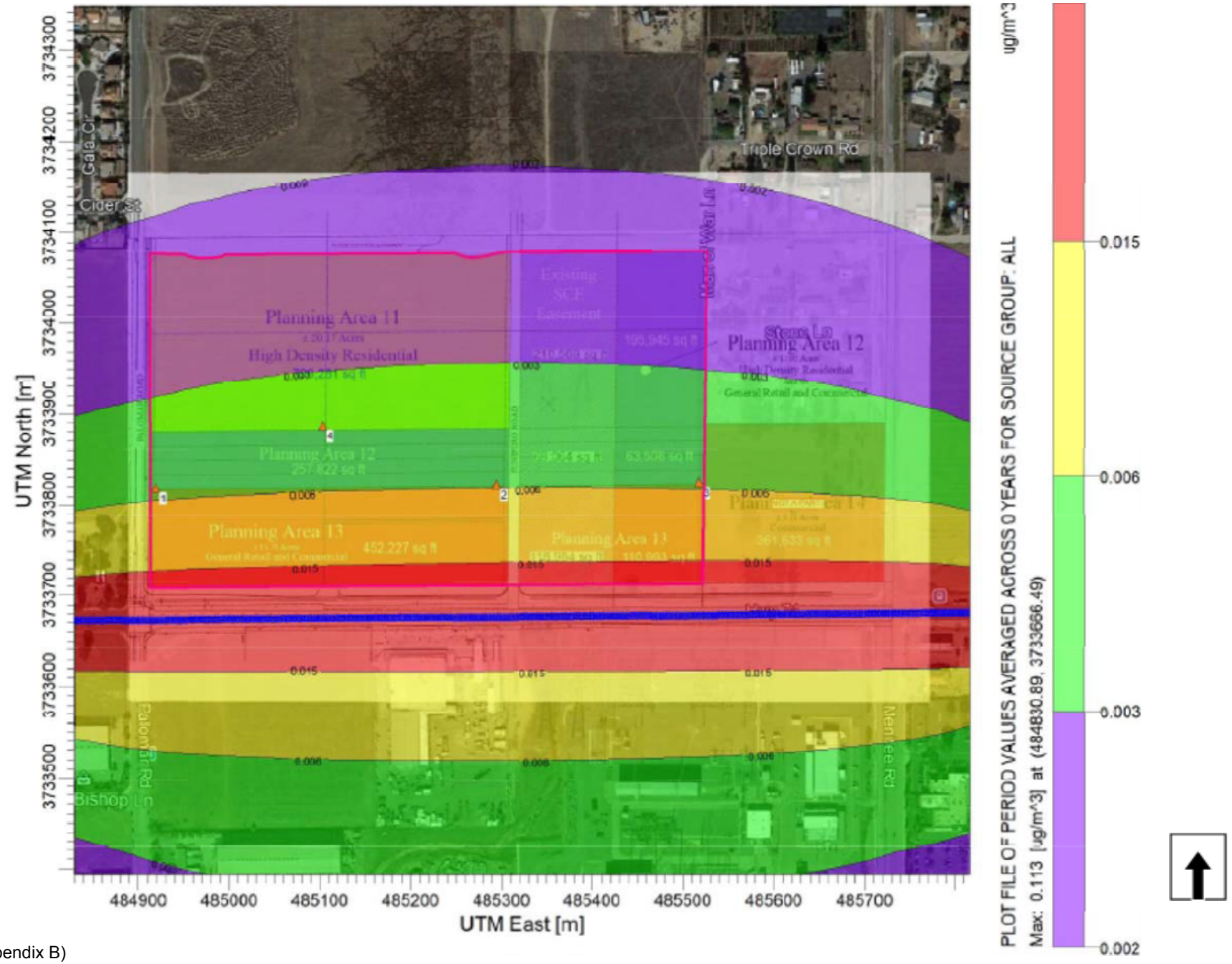
Where:
Cair [Concentration in air (µg/m3)] = (Calculated by AERMOD Model)
DBR [Daily breathing rate (L/kg body weight – day)] = 261 for adults, 572 for children, and 1,090 for infants, and 361 for 3rd trimester per SCAQMD Permit Application Package "M" Table 9.1 guidance.

A [Inhalation absorption factor] = 1
EF [Exposure frequency (days/year)] = 350
ED [Exposure duration (years)] = 30 for adults (for an individual who is an adult at opening year), 14 for children (from 2-16 years), 14 for adults (from 16-30 years), 2 for infants, and 1 for 3rd Trimester
ASF [Age sensitivity factor) = 10 for 3rd trimester to 2 years of age, 3 for 2 to 16 years of age, and 1 for 16 to 30 years of age
FAH [Fraction of time spent at home] = 1 for 3rd trimester to 2 years of age, 1 for 2 to 16 years of age, and 0.73 for 16 to 30 years of age
106 [Micrograms to milligrams conversion]
AT [Average time period over which exposure is averaged in days] = 25,550

The model run results are shown in Appendix B of the *HRA*. Health risks to each receptor are shown in column (g) of **Tables 4.3-20** through **4.3-23**. **Figure 4.3-3, *Annual DPM Emissions and Health Risk Contours – Infants*** illustrates the cancer risk to the most affected age-group, infants 0-2 years.

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Figure 4.3-3
Annual DPM Emissions and Health Risk Contours – Infants



Source: HRA (Appendix B)

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Table 4.3-20, ***Carcinogenic Risks and Non-Carcinogenic Hazards 3rd Trimester Exposure Scenario (0.25 Years)*** shows the cancer risk for an unborn child during the 3rd trimester, **Table 4.3-21**, ***Carcinogenic Risks and Non-Carcinogenic Hazards Infant Exposure Scenario (2 Year)*** shows the cancer risk to infants (0-2 years), **Table 4.3-22**, ***Carcinogenic Risks and Non-Carcinogenic Hazards Child Exposure Scenario (14 Year)*** shows the cancer risk to children ages 2 to 16 years and **Table 4.3-23**, ***Carcinogenic Risks and Non-Carcinogenic Hazards Adult Exposure Scenario (14 Year)*** shows the cancer risk as that child becomes an adult (years 16-30).

Table 4.3-20
Carcinogenic Risks and Non-Carcinogenic Hazards 3rd Trimester Exposure Scenario (0.25 Years)

Receptor ID (a)	Maximum Concentration		Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards		Noncarcinogenic Hazards		
	(ug/m3) (b)	(mg/m3) (c)			CPF (mg/kg/day) (f)	RISK (per million) (g)	REL (ug/m3) (h)	RfD (mg/kg/day) (i)	Index (j)
1	0.0055	5.5E-06	1.00E+00	DPM	1.1E+00	0.07	5.0E+00	1.4E-03	0.0011
2	0.00614	6.1E-06	1.00E+00	DPM	1.1E+00	0.08	5.0E+00	1.4E-03	0.0012
3	0.00596	6.0E-06	1.00E+00	DPM	1.1E+00	0.08	5.0E+00	1.4E-03	0.0012
4	0.00411	4.1E-06	1.00E+00	DPM	1.1E+00	0.06	5.0E+00	1.4E-03	0.0008

Note: Exposure factors used to calculate TAC intake
Exposure Frequency (days/year) 350
Exposure Duration (years) 0.25
Daily Breathing Rate Age Sensitivity Factor 361
10Fraction of Time At Home (FAH) 1
Averaging Time $_{(cancer)}$ (days) 25550
Averaging Time $_{(non\text{-}cancer)}$ (days) 91.25

Table 4.3-21
Carcinogenic Risks and Non-Carcinogenic Hazards Infant Exposure Scenario (2 Year)

Receptor ID (a)	Maximum Concentration		Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards		Noncarcinogenic Hazards		
	(ug/m3) (b)	(mg/m3) (c)			CPF (mg/kg/day) (f)	RISK (per million) (g)	REL (ug/m3) (h)	RfD (mg/kg/day) (i)	Index (j)
1	0.00532	5.3E-06	1.00E+00	DPM	1.1E+00	1.75	5.0E+00	1.4E-03	0.0011
2	0.00593	5.9E-06	1.00E+00	DPM	1.1E+00	1.95	5.0E+00	1.4E-03	0.0012
3	0.00576	5.8E-06	1.00E+00	DPM	1.1E+00	1.89	5.0E+00	1.4E-03	0.0012
4	0.00397	4.0E-06	1.00E+00	DPM	1.1E+00	1.30	5.0E+00	1.4E-03	0.0008

Note: Exposure factors used to calculate TAC intake
Exposure Frequency (days/year) 350
Exposure Duration (years) 2
Daily Breathing Rate Age Sensitivity Factor 1090
Age Sensitivity Factor 10
Fraction of Time At Home (FAH) 1
Averaging Time $_{(cancer)}$ (days) 25550
Averaging Time $_{(non\text{-}cancer)}$ (days) 730

Table 4.3-22
Carcinogenic Risks and Non-Carcinogenic Hazards Child Exposure Scenario (14 Year)

Receptor ID (a)	Maximum Concentration		Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards		Noncarcinogenic Hazards		
	(ug/m3) (b)	(mg/m3) (c)			CPF (mg/kg/day) (f)	RISK (per million) (g)	REL (ug/m3) (h)	RfD (mg/kg/day) (i)	Index (j)
1	0.00423	4.2E-06	1.00E+00	DPM	1.1E+00	1.53	5.0E+00	1.4E-03	0.0008
2	0.00472	4.7E-06	1.00E+00	DPM	1.1E+00	1.71	5.0E+00	1.4E-03	0.0009
3	0.00458	4.6E-06	1.00E+00	DPM	1.1E+00	1.66	5.0E+00	1.4E-03	0.0009
4	0.00315	3.2E-06	1.00E+00	DPM	1.1E+00	1.14	5.0E+00	1.4E-03	0.0006

Note: Exposure factors used to calculate TAC intake
Exposure Frequency (days/year) 350
Exposure Duration (years) 14
Daily Breathing Rate Age Sensitivity Factor 572.00
Fraction of Time At Home (FAH) 1
Averaging Time $_{(cancer)}$ (days) 25550
Averaging Time $_{(non\text{-}cancer)}$ (days) 5110

Table 4.3-23
Carcinogenic Risks and Non-Carcinogenic Hazards Adult Exposure Scenario (14 Year)

Receptor ID (a)	Maximum Concentration		Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards		Noncarcinogenic Hazards		
	(ug/m3) (b)	(mg/m3) (c)			CPF (mg/kg/day) (f)	RISK (per million) (g)	REL (ug/m3) (h)	RfD (mg/kg/day) (i)	Index (j)
1	0.0036	3.6E-06	1.00E+00	DPM	1.1E+00	0.14	5.0E+00	1.4E-03	0.0007
2	0.00401	4.0E-06	1.00E+00	DPM	1.1E+00	0.16	5.0E+00	1.4E-03	0.0008
3	0.0039	3.9E-06	1.00E+00	DPM	1.1E+00	0.16	5.0E+00	1.4E-03	0.0008
4	0.00268	2.7E-06	1.00E+00	DPM	1.1E+00	0.11	5.0E+00	1.4E-03	0.0005

Note: Exposure factors used to calculate TAC intake
Exposure Frequency (days/year) 350
Exposure Duration (years) 14
Daily Breathing Rate Age Sensitivity Factor 261
Age Sensitivity Factor 1
Fraction of Time At Home (FAH) 0.73
Averaging Time $_{(cancer)}$ (days) 25550
Averaging Time $_{(non\text{-}cancer)}$ (days) 5110

The highest 3rd trimester cancer risk is at receptors 2 and 3; with a maximum risk of 0.08 in one million. The highest infant cancer risk is at receptor 2; with a maximum risk of 1.95 in one million. The highest child cancer risk is at receptor 2; with a maximum risk of 1.71 in one million. Therefore, no unborn babies, infants or children are exposed to cancer risk in excess of 10 in a million. The highest adult cancer risk is at receptors 2 and 3; with a maximum risk of 0.16 in one million; therefore, no adults are exposed to cancer risk from SR-74-related diesel emissions in excess of 10 in a million either.

The assessment of cancer-related health risk to sensitive receptors within the Project vicinity is based on the following most-conservative scenario:

- an unborn child in its 3rd trimester is potentially exposed to DPM emissions (via exposure of the mother) during the opening year,
- that child is born opening year and then remains at home for the entire first two years of life
- from age 2 to 16, the child remains at home 100 percent of the time
- from age 16 to 30, the child continues to live at home, growing into an adult that spends 73 percent of its time at home and lives there until age 30.

Based on the above, ultra-conservative assumptions, **Table 4.3-24**, ***Cumulative Carcinogenic Risk 30.25-Year Exposure Scenario*** shows that the 30.25-year, cumulative carcinogenic health risk (3rd trimester [-0.25 to 0 years] + infant [0-2 years] + child [2-16 years] + adult [16-30 years]) to an individual born during the opening year of the Project, and located in the Project vicinity for the entire 30-year duration, is a maximum of 3.9 in a million.

Table 4.3-24
Cumulative Carcinogenic Risk 30.25-Year Exposure Scenario

Receptor ID	Cumulative RISK (per million)
1	3.50
2	3.90
3	3.79
4	2.61

As the cancer risk is less than 10 in a million for all groups analyzed, it is concluded that the Project site will not be impacted by TAC emissions. Cancer risk impacts are considered to be less than significant.

- Non-Cancer Risks

The relationship for non-cancer health effects is given by the equation:

HIDPM = CDPM/RELDPM

Where,

HIDPM = Hazard Index; an expression of the potential for non-cancer health effects.
CDPM = Annual average diesel particulate matter concentration in µg/m3.
RELDPM = Reference Exposure Level (REL) for diesel particulate matter; the diesel particulate matter concentration at which no adverse health effects are anticipated.

The non-carcinogenic hazards to residential adult, 3rd trimester, child and infant receptors are also detailed in **Tables 4.3-20** through **4.3-23** column (j). The RELDPM is 5 µg/m3. The Office of Environmental Health Hazard Assessment as protective for the respiratory system has

established this concentration. Using the maximum DPM concentration for the opening year, the resulting Hazard Index is

HIDPM = 0.11663/5 = 0.0233

The criterion for significance is a Hazard Index increase of 1.0 or greater. Therefore, the Project would have a less than significant impact due to the non-cancer risk from diesel emissions from the adjacent SR-74 roadway.

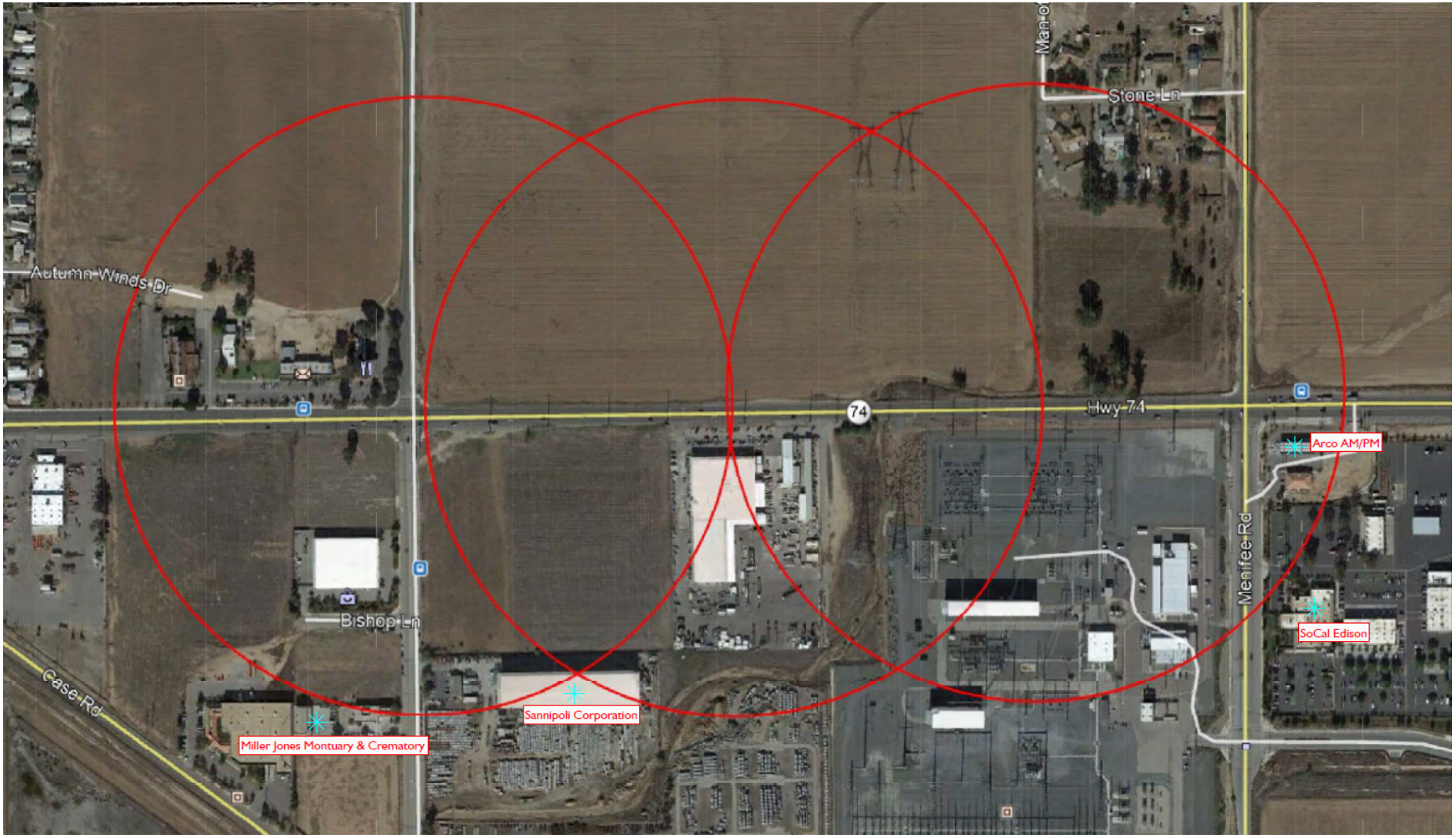
Analysis of Point Source Emissions from Industrial Facilities

The City of Menifee General Plan EIR contains the following mitigation measure on page 1-27:

3-2. The City shall require Project Applicants for residential or residential mixed-use projects within: 1) 1,000 feet from the truck bays of an existing distribution centers that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units, or where transport refrigeration unit operations exceed 300 hours per week; 2) 1,000 feet of an industrial facility which emits toxic air contaminants; or 3) 500 feet of Interstate 215 (I-215) shall submit a health risk assessment (HRA) prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD).

Part 1 of mitigation measure 3-2 is not applicable, as there are no warehouse distribution centers within 1,000 feet of the Project site. To address part 3 of GP EIR mitigation measure 3-2 (even though the Project is located over 1.5 miles east of I-215), the City of Menifee requested an analysis of the potential impacts to future residential uses on-site from the nearby SR-74. This was accomplished in Section V of the *HRA* and the findings show that the health of future residents of the site will not be significantly impacted by roadway-related DPM sourced from SR-74. As there are four industrial facilities that are within 1,000 feet of the Project site, part 2 of mitigation measure 3-2 is addressed below. The four facilities are described in **Table 4.3-25**, ***Industrial/Point Source Emitters within 1,000 Feet***, and shown on **Figure 4.3-4, *Zones***.

Figure 4.3-4
Zones



Source: HRA (Appendix B)

Legend:

= Facility

= One-mile Radius

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Table 4.3-25
Industrial/Point Source Emitters within 1,000 Feet

No.	Facility ID	Facility Name	Facility Address	Facility Status	Permit to Operate	Distance to the Project Site (ft.)	Pollutants	Equipment List
1	91182	So. Cal. Edison	1 Mile South of HWY 74, Romoland CA 92585	Active	None	990	-	ICE (50-500 HP) N-EM STAT NAT GAS ONLY
2	141588	Arco AM/PM – Crestview	26050 Menifee Rd, Romoland, CA 92585	Active	Yes	814	Benzene, ROG, NOx	16-gas pump nozzles, underground storage tank
3	113898	Miller Jones Mortuary & Crematory	26245 Palomar Rd, Romoland, CA 92585	Active	Yes	994	CO, NOx, PM, ROG, SOx	Crematory Incinerator, Natural gas fired burner
4	94656	Sannipoli Corporation	26250 Palomar Rd, Romoland, CA 92585	Active	Yes	814	ROG, PM	Diesel Storage Tank, Dispensing Nozzle, Spray Equipment, Airless Spray Gun, Cement Silo, Concrete Batching System

Source: SCAQMD

Facility 1 is within the Valley Substation run by Southern California Edison to the south of the Project and consists of an on-site internal combustion engine (50-500 HP) run on natural gas. Per SCAQMD Facility Equipment list report, the ICE is to be inspected every year. No emissions data was provided by SCAQMD and no permit listed. Therefore, the toxic air contaminant TAC-related emissions from this source are anticipated to be negligible and would not affect the future sensitive receptors proposed within the mixed-use Project site.

Facility 2 is an Arco gas station located at 26050 Menifee Road, Romoland. The ARB Air Quality and Land Use Handbook (ARB Handbook) provides an advisory recommendation that a 50 foot separation be provided between sensitive receptors and typical gasoline dispensing facilities. The gas station is permitted by SCAQMD and fuel-related emissions are regulated by the SCAQMD Rule 461 and the gas station has a Permit to Operate. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase II EVR have an average efficiency of 95.1 percent and Phase I EVR have an average efficiency of 98 percent. Therefore, the potential for fugitive VOC or TAC emissions from the gasoline pumps is negligible. Planning Area 12 is the closest that proposed sensitive receptors within the Project site would be to the existing gas station. At a distance of 950 feet from the gas station canopy to Planning Area 12, the health impacts from gasoline and vehicular-related emissions of benzene, NO_x and VOC are also anticipated to be negligible.

Facility 3 the Miller Jones Mortuary & Crematory, located at 26245 Palomar Road, Romoland. The facility has a permit to operate through SCAQMD and the permit shows that burners on site generate less than a pound of any criteria pollutant per hour of operation and a maximum of

2.04 lbs. per day of VOC are emitted. Therefore, as the facility is located over 1,400 feet from Planning Area 12 (the closest Planning Area within the proposed Project allowing for the construction of residential uses), impacts from the crematory to proposed on-site residential uses will be less than significant.

Facility 4 is a SCAQMD-permitted concrete burial vault manufacturing facility run by Sannipoli Corporation located at 26250 Palomar Road, Romoland. This facility is across the road from the Miller Jones Mortuary & Crematory and is over 1,240 feet from Planning Area 12 (the closest Planning Area within the proposed Project allowing for the construction of residential uses). Sannipoli has on-site diesel fueling capabilities for their trucks. The permit shows that the maximum daily VOC emissions from the fueling operation is 0.0584 lbs. per day. The spray equipment will emit approximately 0.06 lbs./day VOC. The silo used to store cement will emit 3.64 lbs./year PM_{10}. All of this facility's emissions are below the threshold where BACT is required. Therefore, the emission generated by this facility will not cause any impacts to on-site residential uses within the Project's boundary.

It is concluded that none of the nearby industrial facilities will emit significant levels of TACs that would impact residential uses proposed within Menifee North SP and the Project meets the requirements of the City of Menifee General Plan EIR mitigation measure 3-2. Impacts are less than significant.

4.3.5 Standard Conditions and Mitigation Measures

Standard Condition(s)

The following will be implemented by the Project when future residents purchase property within the Project. These are standard conditions and are not unique this Project (or projects in a similar setting).

SC-AQ-1 SCAQMD Rule 403. Prior to grading permit issuance, all applicable measures shall be incorporated into Project plans and specifications as implementation of Rule 403, which include but are not limited to:

1. **All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions;**
2. **The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and**
3. **The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.**

SC-AQ-2 The Project is required to comply with Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of

any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Mitigation Measure(s)

The following mitigation measures shall be implemented during Project construction and operations. Even with the incorporation of Mitigation Measures **MM-AQ-2** through **MM-AQ-8**, the Project will result in a cumulatively considerable net increase of NO_x for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. Project impacts will be significant and unavoidable.

MM-AQ-1 **During Project construction the Project applicant shall ensure that architectural coatings that are applied to Project buildings are to be limited to 10 grams per liter VOC and traffic paints shall be limited to 100g/L VOC content.**

MM-AQ-2 **During Project construction, the Project applicant shall install high-efficiency lighting (such as LEDs) that is at least 34% more efficient than standard lighting.**

MM-AQ-3 **During Project construction, the Project applicant shall provide sidewalks within the Project boundary and connecting off-site.**

MM-AQ-4 **During Project construction, the Project applicant shall require that all faucets, toilets and showers that are installed in the proposed structures utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen Standards.**

MM-AQ-5 **During Project construction, the Project applicant shall require that a water-efficient irrigation system be installed that conforms to the requirements of City codes.**

MM-AQ-6 **During Project operation, the Project applicant shall require recycling programs that reduces waste to landfills by a minimum 75 percent per AB 341.**

MM-AQ-7 **During Project construction, the Project applicant shall require that ENERGY STAR-compliant appliances are installed wherever appliances are needed on-site.**

MM-AQ-8 **During Project construction, the Project applicant shall plant at least 130 new trees on-site.**

4.3.6 Cumulative Impacts

The Project area is designated as an extreme non-attainment area for ozone and a non-attainment area for PM_{10} and $PM_{2.5}$.

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that even after implementation of **Standard Conditions SC-AQ-1**, **SC-AQ-2**, and incorporation of Mitigation Measures **MM-AQ-2** through **MM-AQ-8**, the Project will result in a cumulatively considerable net increase of NO_x for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. All other criteria pollutants are below thresholds.

Given that the proposed density of multiple-family residences was not anticipated under the existing General Plan land use designation, the proposed land uses would intensify the development and associated population projections planned for under the City's General Plan. Therefore, the Project would conflict with and exceed the assumptions used to develop the AQMP. Therefore, the Project would conflict with and exceed the assumptions used to develop the AQMP. It should be noted that the Project impacts are within the SCAQMD standards with mitigation incorporated for all criteria pollutants except NO_x. However, this inconsistency can only be corrected when SCAQMD amends AQMP based on updated Southern California Association of Governments (SCAG) growth projections after the Project has been approved. Until this occurs, direct and cumulative impacts would be significant. It is beyond the scope of the Project to affect when regional agencies update regional growth forecasts and plans; therefore, no mitigation is feasible at the Project-level. Project impacts will be cumulatively significant and unavoidable.

4.3.7 Unavoidable Significant Adverse Impacts

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that even after implementation of **Standard Conditions SC-AQ-1**, **SC-AQ-2**, and incorporation of Mitigation Measures **MM-AQ-2** through **MM-AQ-8**, the Project will result in a cumulatively considerable net increase of NO_x for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. All other criteria pollutants are below thresholds.

Given that the proposed density of multiple-family residences was not anticipated under the existing General Plan land use designation, the proposed land uses would intensify the development and associated population projections planned for under the City's General Plan. Therefore, the Project would conflict with and exceed the assumptions used to develop the AQMP. It should be noted that the Project impacts are within the SCAQMD standards with mitigation incorporated for all criteria pollutants except NO_x. However, this his inconsistency can only be corrected when SCAQMD amends AQMP based on updated Southern California Association of Governments (SCAG) growth projections after the Project has been approved.

SCAG periodically revises growth projections based on local General Plan Housing and Land Use Element Updates, and SCAQMD incorporated revised growth projections into AQMP assumptions. Therefore, the inconsistency would eventually be addressed and incorporated into the regional air quality plan.

It is beyond the scope of the Project to affect when regional agencies update regional growth forecasts and plans; therefore, no mitigation is feasible at the Project-level. Impacts will remain significant and unavoidable.

4.4 ENERGY

4.4.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of energy from implementation of the Project. This environmental topic was not included in the Initial Study (IS, Subchapter 8.3, *Initial Study*).

The Energy environmental topic poses the following questions:

a. Would the Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?
b. Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?

The following sources were used in the evaluation presented in this Subchapter:

- *Palomar Crossings Energy Conservation Analysis*, prepared by RK Engineering, Inc., 9-25-2019 (*ECA*, **Appendix M**)
- *Palomar Crossing Air Quality and GHG Impact Study*, prepared by RK Engineering, Inc., 4-2-2019 (**Appendix B**)

Comment Letters Received on the Notice of Preparation (NOP)

No comments regarding energy were received in response to the Notice of Preparation, or at the Scoping Meeting held on March 11, 2019.

Note: Any tables or figures in this subchapter are from the *ECA*, unless otherwise noted.

4.4.2 Environmental Setting

4.4.2.1 Energy Setting

4.8.2.1.a Background Information

There are many different types and sources of energy produced and consumed in the United States. The U.S. Energy Information Administration (EIA) categorizes energy by primary and secondary sources, renewable and nonrenewable sources, and by the different types of fossil fuels.

Primary energy is captured directly from natural resources and includes fossil fuels, nuclear energy, and renewable sources of energy. Electricity is a secondary energy source that results from the transformation of primary energy sources.

A renewable energy source includes solar energy from the sun, geothermal energy from heat inside the earth, wind energy, biomass from plants, and hydropower from flowing water. Nonrenewable energy sources include petroleum products, hydrocarbon gas liquids, natural gas, coal, and nuclear energy.

Fossil fuels are non-renewable resources formed by organic matter over millions of years and include oil, coal and natural gas.

The EIA defines the five energy consuming sectors within the United States as follows:

- **Industrial Sector:** Includes facilities and equipment used for manufacturing, agriculture, mining, and construction.
- **Transportation Sector:** Includes vehicles that transport people or goods, such as cars, trucks, buses, motorcycles, trains, aircraft, boats, barges, and ships.
- **Residential Sector**: Includes homes and apartments.
- **Commercial Sector:** Includes offices, malls, stores, schools, hospitals, hotels, warehouses, restaurants, and places of worship and public assembly.
- **Electric Power Sector**: Consumes primary energy to generate most of the electricity the other four sectors consume.

Energy sources are measured in different physical units: liquid fuels are measured in barrels or gallons, natural gas in cubic feet, coal in short tons, and electricity in kilowatts and kilowatt-hours. In the United States, British thermal units (Btu), a measure of heat energy, is commonly used for comparing different types of energy to each other.

U.S. Energy Statistics

U.S. energy production and consumption data provide context for the project within the broader domestic energy setting. Calendar year 2017 is the most current data published by the U.S. EIA. **Table 4.4-1, *U.S. Primary Energy Consumption (Year 2017)*** shows the total U.S. primary energy consumption for Year 2017.

Table 4.4-1
U.S. Primary Energy Consumption (Year 2017)

Primary Energy Source	Energy Consumption	
	Btu (in Quadrillions)	Percentage
Total Fossil Fuel Consumption	78.04	79.9%
Petroleum (Excluding Biofuels)	36.17	37.0%
Natural Gas (Excluding Supplemental Gaseous Fuels)	28.03	28.7%
Coal	13.84	14.2%
Total Renewable Energy Consumption	11.17	11.4%
Biomass Energy	5.08	5.2%
Hydroelectric Power	2.77	2.8%
Wind Energy	2.34	2.4%
Solar Energy	0.77	0.8%
Geothermal Energy	0.21	0.2%
Nuclear Electric Power	8.42	8.6%
Total Primary Energy Consumption	**97.63**	**100%**

Fossil fuels are the main source of energy produced and consumed in the U.S., and in year 2017, the U.S. produced almost 90 percent of the total energy it consumed domestically; with crude oil imports primarily making up the difference. Also notable in year 2017, is that renewable energy production, mainly attributed to wind and solar, reached new record highs.

Electricity is produced from many different energy sources and technologies. In 2017, the generation of electric power consumed approximately 38.1 percent of all energy domestically.

Table 4.4-2, *U.S. Electricity Generation, by Source (Year 2017)* shows the amount of electricity generated by primary energy sources in the U.S. for year 2017.

Table 4.4-2
U.S. Electricity Generation, by Source (Year 2017)

Energy Source	Electricity Generation	
	Thousand Megawatt-hours	Percentage
Natural Gas	1,308,884	32.3%
Coal	1,205,835	29.7%
Petroleum	21,390	0.5%
Nuclear	804,950	19.8%
Hydroelectric (Conventional, less pumped storage)	293,838	7.2%
Solar (Utility-scale and small-scale generation)	77,276	1.9%
Renewable Sources (Excluding hydro and solar)	332,991	8.2%
Other	13,094	0.3%
Total Electricity Generation (2017)	**4,058,258**	**100%**

California Energy Statistics

California produced about 2,431 trillion Btu of total energy in year 2016 and consumed over 7,830 trillion Btu, making it the second highest consumer of energy in the country, behind only Texas. However, due in part to its mild climate and energy efficiency programs, California ranks 48th in per capita energy consumption. Overall, California is a net importer of energy, and consumes more energy than it produces. Energy is imported into California in various forms including natural gas, crude oil and electricity.

Natural Gas is primarily imported via pipelines from Canada, the Rocky Mountains, New Mexico and Texas. Natural gas is the primary source of electricity generated in California.

Crude oil is primarily imported from Alaska, Mexico, Canada, South America and the Middle East. Crude oil is refined at one of the seventeen (17) in-state oil refineries that meet California's strict clean fuel regulations. Refined petroleum products, including gasoline, are also imported from numerous other domestic and foreign sources that are equipped to meet California's fuel standards.

Electricity is imported via transmission lines from the Northwest (Alberta, British Columbia, Idaho, Montana, Oregon, South Dakota, Washington, and Wyoming) and Southwest (Arizona, Baja California, Colorado, Mexico, Nevada, New Mexico, Texas, and Utah) regions of the U.S. **Table 4.4-3, *California Energy Consumption by Source (Year 2016)***, shows the State of California's energy consumption estimates for year 2016.

Table 4.4-3
California Energy Consumption by Source (Year 2016)

Primary Energy Source	Energy Consumption	
	Btu (in Trillions)	Percentage
Total Fossil Fuel Consumption	5,756.7	73.5%
Coal	32.1	0.4%
Natural Gas	2,248.4	28.7%
Motor Gasoline excl. Ethanol	1,714.4	21.9%
Distillate Fuel Oil	560.4	7.2%
Jet Fuel	672.6	8.6%
Hydrocarbon Gas Liquids (HGL)	57.7	0.7%
Residual Fuel	145.8	1.9%
Other Petroleum	325.3	4.2%
Total Renewable Energy Consumption	1,046.7	13.4%
Hydroelectric Power	267.2	3.4%
Biomass	279.8	3.6%
Solar	267.1	3.4%
Wind	124.7	1.6%
Geothermal	107.9	1.4%
Nuclear Electric Power	197.8	2.5%
Net Electricity Imports and Interstate Flow	829.0	10.6%
Total	**7,830.2**	**100.0%**

Table 4.4-4, *California Electric Generation in Gigawatt Hours (Year 2017)*, shows the sources and fuel types for California's system-wide generation of electricity for year 2017.

Table 4.4-4
California Electric Generation in Gigawatt Hours (Year 2017)

Fuel Type	California In-State Generation (GWh)[1]	Percent of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	California Energy Mix (GWh)	California Power Mix
Coal	302	0.15%	409	11,364	12,075	4.13%
Large Hydro`	36,920	17.89%	4,531	1,536	42,987	14.72%
Natural Gas	89,564	43.40%	46	8,705	98,315	33.67%
Nuclear	17,925	8.69%	0	8,594	26,519	9.08%
Oil	33	0.02%	0	0	33	0.01%
Other (Petroleum Coke/Waste Heat)	409	0.20%	0	0	409	0.14%
Renewables	61,183	29.65%	12,502	10,999	84,684	29.00%
Biomass	5,827	2.82%	1,015	32	6,874	2.35%
Geothermal	11,745	5.69%	23	937	12,705	4.35%
Small Hydro	6,413	3.11%	1,449	5	7,867	2.70%
Solar	24,331	11.79%	0	5,465	29,796	10.20%
Wind	12,867	6.24%	10,015	4,560	27,442	9.40%
Unspecified Sources of Power	N/A	N/A	22,385	4,632	27,017	9.25%
Total	**206,336**	**100.00%**	**39,873**	**45,830**	**292,039**	**100.00%**

[1] In-state generation is reported generation from units one megawatt and larger.

Southern California Edison

Southern California Edison (SCE) provides electricity service to approximately 180 cities in 15 counties in central, coastal and Southern California; including the Project site. According to the California Energy Commission (CEC), SCE consumed approximately 84,291.608168 GWh of electricity in 2017; which is approximately 28.8% of the State's total electricity usage.

Table 4.4-5, *Southern California Edison Electricity Generation (Year 2017)*, shows SCE's electricity generation by energy source for year 2017.

Table 4.4-5
Southern California Edison Electricity Generation (Year 2017)

Energy Resource	SCE Electricity Generation	
	GWh[1]	Power Mix
Eligible Renewable	26,973.31	32%
Biomass & Biowaste	-	0%
Geothermal	6,743.33	8%
Eligible Hydroelectric	8.43	0%
Solar	10,957.91	13%
Wind	8,429.16	10%
Coal	-	0%
Large Hydroelectric	6,743.33	8%
Natural Gas	16,858.32	20%
Nuclear	5,057.50	6%
Other	-	0%
Unspecified Sources of Power[2]	28,659.15	34%
Total	**84,291.61**	**100%**

[1] GWh generated by energy resources estimated based on total energy consumption and power mix.
[2] "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.

Southern California Gas Company

The Southern California Gas Company (SCG) is the nation's largest natural gas distribution utility, providing service to 21.8 million customers in 220 cities and 12 counties from San Luis Obispo to the Mexican border; including service to the project site. SCG owns and operates 3,526 miles of transmission pipelines, 49,715 miles of distribution pipelinesand 48,888 miles of service lines. SCG also operates eleven transmission compressor stations and four underground storage facilities with a combined capacity to store 134.1 billion cubic feet of natural gas.

Table 4.4-6, *Southern California Gas Company Natural Gas Consumption, by Sector (Year 2018)* shows SCG's natural gas usage by sector for year 2017.

Table 4.4-6
Southern California Gas Company Natural Gas Consumption, by Sector (Year 2018)

Sector	SCG Natural Gas Usage – Year 2017	
	(Millions of Therms)[1]	(Trillions of Btu)[1]
Agriculture & Water Pump	69.433349	6.9433349
Commercial Building	895.861774	89.5861774
Commercial Other	72.182937	7.2182937
Industry	1,716.567095	171.6567095
Mining & Construction	229.745824	22.9745824
Residential	2,158.052907	215.8052907
Total Usage	**5,141.843886**	**514.1843886**

[1] 1 therm = 100,000 Btu

4.4.2.2 Regulatory Setting

Energy is controlled through various federal and state laws and regulations. This section provides a brief overview of key energy legislation and policies at the federal and state levels over the past 50 years. **Table 4.4-7, *U.S. Energy Policy Legislative Acts***, and **Table 4.4-8, *California Energy Policy Legislative Acts and Regulations*** list these legislations.

4.4.2.2.a Federal Regulations

Table 4.4-7
U.S. Energy Policy Legislative Acts

Date	Legislative Act and Description
1975	**Energy Policy and Conservation Act** Established the Strategic Petroleum Reserve and mandated vehicle fuel economy standards
1978	**National Energy Act** Established tax incentives and disincentives, alternative fuel programs, energy efficiency initiatives, and other regulatory and market-based initiatives in response to the oil crisis earlier in the decade. Comprised of 5 statutes: **Energy Tax Act** Created the Gas Guzzler tax for vehicles with mileage below specified levels and offered income tax credit for citizens using solar, wind, or geothermal energy sources at home **Natural Gas Policy Act** Set up wellhead pricing maximums, rules for allocating costs of high-cost gas to industrial consumers, and provided authority to high priority users in times of supply emergency; gave FERC jurisdiction over almost all natural gas production **National Energy Conservation Policy Act** Replaced Minimum Energy Performance Standards (MEPS) set forth in the EPCA of 1975, changed energy standards from voluntary to mandatory, Required federal agencies to do energy audits of their operations, Provided loans for families to purchase solar heating or cooling systems, and Established grants for schools, hospitals, local governments, and public housing authorities willing to use energy conservation measures **Power Plant and Industrial Fuel Use Act** Restricted construction of power plants fueled primarily by oil or natural gas and instead encouraged power plants fueled by coal, nuclear, and alternative fuels and restricted use of oil and natural gas in industrial boilers. Repealed in 1987 with the Natural Gas Utilization Act **Public Utility Regulatory Policies Act** Promoted use of renewable energy, encouraged cogeneration plants.
1980	**Energy Security Act** Title I: US Synthetic Fuels Corporation Act Established the Synthetic Fuels Corporation (which only existed until 1985) for the purpose of partnering with industry for the creation of a market for domestically-produced synthetic liquid fuels; moved research and development for synthetic fuels away from the Department of Energy and into this public-private partnership with the hopes of speeding up results. Title II: Biomass Energy and Alcohol Fuels Act Provided loan guarantees for small-scale biomass energy projects; established the Office of Alcohol Fuels, the Office of Energy from Municipal Waste.

Table 4.4-7
U.S. Energy Policy Legislative Acts, continued

Date	Legislative Act and Description
	Title III: Energy Targets Required the submission of energy targets for net imports. Title IV: Renewable Initiatives Established incentives for the use of renewable energy resources Title V: Solar Energy. Energy Conservation Encouraged energy conservation and the use of solar energy, reducing dependence on foreign energy supplies. Title VI: Geothermal Energy Act Authorized loans from the Geothermal Resources Development Fund for exploration and determination of economic viability of a geothermal reservoir, cancels loan if reservoir is deemed unacceptable for development. Title VII: Acid Precipitation Program Established a task force to study the causes and risks of acid precipitation Title VIII: Strategic Petroleum Reserve Established that 500,000,000 barrels of crude oil must be in storage before any can be sold and calls for the reserve to increase its supply 100,000 barrels per day until the storage capacity is reached.
1992	**Energy Policy Act** Amended the National Energy Conservation Policy Act of 1978. Created framework for wholesale electricity generation. Provided financial incentives to users/developers of clean-fuel vehicles; repealed alternative minimum tax for some producers. Intended to expand the use of natural gas.
2002	**Farm Security and Rural Investment Act (Farm Bill)** Included $405 million in mandatory funding over the following 5 years for the procurement of bio-based products, grants and loans for renewable energy and energy efficiency projects, research and development and the bioenergy program. Included, for reasons of national energy and security, rural economic development, and environmental sustainability in light of climate change impacts.
2005	**Energy Policy Act** Offers tax benefits to individuals who increase energy efficiency in existing homes, buy or lease hybrid/alternative vehicles, required all public utilities to offer net metering on request, increased required amounts of renewable fuel in gasoline sold in the US, and encourages more domestic energy production.
2007	**Energy Independence and Security Act** Increased CAFE standards to 35 mpg (fleet-wide for passenger autos and light trucks) by 2020; instituted new conservation measures for federal fleet vehicles; authorized increased taxpayer-funded biofuel production (36 billion gallons by 2022 - 21 billion of which must be derived from non-cornstarch products). Revised standards for appliances and lighting; all federal buildings must use Energy Star lighting products; training for green jobs; loans for small business energy efficiency improvements.
2008	**Food, Conservation, and Energy Act (Farm Bill)** Includes provisions for loan guarantees for bio-refineries, payments to support expansion of advanced biofuels, expands the existing Rural Energy for America Program, provides grant monies for biofuel and bio-based product research and development

Table 4.4-7
U.S. Energy Policy Legislative Acts, continued

Date	Legislative Act and Description
2009	**The American Recovery and Reinvestment Act of 2009** $800 billion economic stimulus package aimed at job creation and the promotion of investment and consumer spending; included $4.3 billion in tax credits to homeowners for energy efficiency improvements in 2009-2010, $300 million for reducing diesel engine emissions, $21.5 billion for energy infrastructure, $27.2 billion for energy efficiency and renewable energy research and investment, $2 billion in research for DOE, $600 million in research for NOAA.
2015	**The Clean Power Plan** The first comprehensive plan to reduce carbon emissions from power plants by 32% in 2030, compared to 2005 levels. Currently in the process of being repealed by the Trump administration.

4.4.2.2.b State of California Regulations

California has a long standing history of support for energy conservation and renewable energy.

Table 4.4-8, *California Energy Policy Legislative Acts and Regulations* provides a summary of some of the key legislative acts, policies and regulations in the State of California for encouraging energy conservation and renewable energy.

Table 4.4-8
California Energy Policy Legislative Acts and Regulations

Date	Legislative Act and Description
1974	**Warren-Alquist Act** Established the California Energy Commission (CEC) as the state's primary energy policy and planning agency. Responsible for preparing State Energy Plan. CEC's goals are to reduce energy costs and environmental impacts of energy use, while ensuring a safe, resilient, and reliable supply of energy.
1978	**Title 24 of the California Code of Regulations** Establishes the Renewable Portfolio Standard (RPS) program, requiring 20% of retail sales from renewable energy by 2017.
2002	**Senate Bill 1078** Required 20% of retail sales from renewable energy by 2017.
2003	**Energy Action Plan I** Accelerated the 20% renewable deadline to 2010.
2005	**Energy Action Plan II** Recommended further goal of 33% renewable by 2020.
2006	**Senate Bill 107** Codified the accelerated 20% renewable by 2010 deadline into law.
2008	**Executive Order S-14-08** Signed by Gov. Schwarzenegger, requires 33% renewables by 2020.
2009	**Executive Order S-21-09** Directs the California Air Resources Board, under its AB 32 authority, to adopt regulations by July 31, 2010, consistent with the 33% renewable energy target established in Executive Order S-14-08.
2011	**Senate Bill X1-2** Signed by Gov. Edmund G. Brown, Jr., codifies 33% renewable by 2020 RPS
2015	**Senate Bill 350 – Clean Energy and Pollution Reduction Act of 2015** Signed by Gov. Edmund G. Brown, Jr. codifies 50% by 2030 RPS
2018	**Senate Bill 100** Signed by Gov. Edmund G. Brown, Jr. codifies 60% by 2030 & 100% by 2045 RPS

4.4.2.2.c City

Applicable City of Menifee General Plan Goals and Policies

- **Goal LU-3:** A full range of public utilities and related services that provide for the immediate and long-term needs of the community.
  - **Policy LU-3.1:** Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.
  - **Policy LU-3.2:** Work with utility provides to increase service capacity as demand increases.
  - **Policy LU-3.3:** Coordinate public infrastructure improvements through the city's Capital Improvement Program.

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

- **Goal OCS-10:** An environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions.
  - **Policy OCS-10.1**: Align the City's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.
  - **Policy OCS-10.2:** Align the City's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.
  - **Policy OCS-10.3:** Participate in regional GHG emission reduction initiatives.
  - **Policy OCS-10.4:** Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

4.4.3 Thresholds of Significance

As discussed in Subsection 4.4.1, the Project impacts to two (2) criteria pertaining to energy will be analyzed in this DEIR. The Project would have a significant impact if it would:

a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation; or
b. Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency.

Potential changes in the environment associated with energy are addressed in response to the above thresholds in the following analysis.

4.4.4 Potential Impacts

THRESHOLD a: Would the Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Less than Significant Impact with Mitigation Incorporated

Project Energy Consumption

The three (3) main types of energy expected to be consumed by the Project include electricity, propane gas and petroleum products in the form of gasoline and diesel fuel. Energy usage for the proposed Project is calculated based on the *Palomar Crossing Air Quality and GHG Impact Study*, prepared by RK Engineering, Inc., 4-2-2019 (**Appendix B**). The California Emissions Estimator Model Version 2016.3.2 (CalEEMod) is used to calculate energy usage from Project construction and operational activities.

- Electricity Consumption

The Project will use electricity for many different operational activities including, but not limited to, building heating and cooling, lighting, appliances, electronics, mechanical equipment, electric vehicle charging, and parking lot lighting. Indirect electricity usage is also required to supply, distribute, and treat water and wastewater for the Project. Electricity will be provided through Southern California Edison.

Temporary electricity usage for construction activities may include lighting, electric equipment and mobile office uses. CalEEMod does not calculate electricity usage during construction as electricity consumption during construction is short-term and relatively minor compared to the operational demand. Therefore, electricity usage during construction is not counted in this analysis.

Table 4.4-9, *Project Electricity Consumption*, shows the Project's estimated operational electricity consumption in kilowatt-hours per year (kWh/year) and millions of Btu per year.

Table 4.4-9
Project Electricity Consumption

Land Use/Activity	Unmitigated Electricity Consumption[1]	
	(kWhr/yr)[2]	(MBtu/yr)[2]
High Density Residential (Apartment)	3,095,990	10,563.518
General Retail and Commercial (Shopping Center)	3,110,920	10,614.459
Parking Lot	201,154	686.337
Water Supply and Treatment[3]	1,079,016	3,681.603
Electric Vehicle Service Equipment (EVSE)[4,5]	710,514	2,424.274
Total	8,197,594	27,970.191

[1] Source: *Air Quality and GHG Impact Study* (**Appendix B**).
[2] kWhr/yr = Kilowatt Hours per Year; MBtu/yr = Million British Thermal Units per Year.
[3] Water supply and treatment includes indirect electricity for supply, treatment and distribution of water and wastewater.
[4] EVSE electricity estimates based on U.S. Department of Energy Costs Associated with Non-Residential Electric Vehicle Supply Equipment, November 2015, Appendix C, Electricity Consumption Examples. https://afdc.energy.gov/files/u/publication/evse_cost_report_2015.pdf
[5] Assumes 63 charging spaces per CALGreen requirements, Section 5.106.5.3.3.

- Natural Gas Consumption

The Project will use natural gas for building heating and cooling, cooking and kitchen appliances and water heating. Natural gas is not expected to be used during construction in any significant quantities and is not included in the overall calculation of the Project's natural gas consumption. **Table 4.4-10, *Project Natural Gas Consumption***, shows the Project's estimated operational natural gas consumption in millions of Btu per year.

Table 4.4-10
Project Natural Gas Consumption

Land Use/Activity	Natural Gas Consumption[1] (MBtu/yr)[2]
High Density Residential	9.920.960
General Retail and Commercial (Shopping Center)	546.813
Total	**10.467.773**

[1] Source: *Palomar Crossing Air Quality and GHG Impact Study*, (**Appendix B**).
[2] MBtu/yr = Million British Thermal Units per Year.

- Petroleum Consumption

The Project's energy consumption from petroleum products is primarily associated with transportation related activities. This includes gasoline and diesel fuel used for auto and truck trips during construction and operation and off-road equipment during construction.

1. *Construction*

Construction of the project is estimated last approximately 43 months and consist of site preparation, grading, building construction, paving, and architectural coating phases. Construction activities will consume energy in the form of motor vehicle fuel (gasoline and diesel) for off-road construction equipment and on-road vehicle trips. Vehicle trips include workers and vendors traveling to and from the job-site and no earthwork hauling is associated with the Project, because the Project will have a balance of cut and fill.

Table 4.4-11, *Construction Off-Road Equipment Energy Consumption*, shows the Project's energy consumption for all off-road equipment during construction. For purposes of this analysis, all off-road equipment is assumed to run on diesel fuel. **Table 4.4-12, *Construction On-Road Trips Energy Consumption***, shows the Project's energy consumption from on-road vehicle trips during construction.

Table 4.4-11
Construction Off-Road Equipment Energy Consumption

Phase[1]	Phase Duration (Days)[1]	Equipment[1]	Amount[1]	Hours/ Day[1]	Horspower (HP)[1]	Load Factor[1]	HP-hrs[2]	Fuel Consumption Rate[3] (hp-hr/gal)	Diesel Fuel Consumption (gal.)	Diesel Fuel Consumption by Phase (gal.)	MBtu[4]
Site Preparation	30	Rubber Tired Dozers	3	8	247	0.40	71,136.0	18.5	3,845.2	5,707.6	784.114
		Tractors/Loaders/Backhoes	4	8	97	0.37	34,454.4		1,862.4		
Grading	75	Excavators	2	8	158	0.38	72,048.0		3,894.5	13,195.1	1,812.761
		Graders	1	8	187	0.41	46,002.0		2,486.6		
		Rubber Tired Dozers	1	8	247	0.40	59,280.0		3,204.3		
		Scrapers	2	8	367	0.48	211,392.0		1,281.7		
		Tractors/Loaders/Backhoes	2	8	97	0.37	43,068.0		2,328.0		
Building Construction	740	Cranes	1	7	231	0.29	347,008.2		18,757.2	92,508.0	12,708.842
		Forklifts	3	8	89	0.20	316,128.0		17,088.0		
		Generator Sets	1	8	84	0.74	367,987.2		19,891.2		
		Tractors/Loaders/Backhoes	3	7	97	0.37	557,730.6		30,147.6		
		Welders	1	8	46	0.45	122,544.0		6,624.0		
Paving	55	Pavers	2	8	130	0.42	48,048.0		2,597.2	6,303.7	866.002
		Paving Equipment	2	8	132	0.36	41,817.6		2,260.4		
		Rollers	2	8	80	0.38	26,752.0		1,446.1		
Architectural Coating	55	Air Compressors	1	6	78	0.48	12,355.2		667.8	667.8	91.750
								Total Energy Requirements		**118,382.2**	**16,263.469**

[1] Source: *Air Quality and GHG Impact Study* (**Appendix B**).
[2] HP-hrs = Horsepower Hours.
[3] Source: Carl Moyer Program Guidelines. 2017 Revisions. Table D-21. https://www.arb.ca.gov/msprog/moyer/guidelines/current.htm
[4] Mbtu = Millions of Btu; assuming 1 gallon of diesel fuel = 137,381 Btu.

4.4-12
Construction On-Road Trips Energy Consumption

Construction Phase[1]	Phase Duration (Days)[1]	Trips /Day[1]	Trip Length[1]	VMT/Phase	Vehicle Class[1]	Vehicle Mix[1]	Average Fuel Economy (MPG)[2]	Gasoline			Diesel			Total MBtu[3]
								Fuel Split[2]	Fuel Consumption by Class (gal.)	Fuel Consumption by Phase (gal.)	Fuel Split[2]	Fuel Consumption by class	Fuel Consumption by Phase	
Worker Trips														
Site Preparation	30	18	14.7	7,938	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	137.89 85.24 95.60	318.73	0.0074 0.0009 0.0014	1.03 0.08 0.13	1.24	38.55
Grading	75	20	14.7	22,050	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	383.04 236.78 265.55	885.37	0.0074 0.0009 0.0014	2.86 0.21 0.37	3.44	107.10
Building Construction	740	898	14.7	9,768,444	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	169,691.24 104,897.38 117,640.72	392,229.34	0.0074 0.0009 0.0014	1,265.08 94.49 164.93	1,524.50	47,445.22
Paving	55	15	14.7	12,128	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	210.67 130.23 146.05	486.95	0.0074 0.0009 0.0014	1.57 0.12 0.20	1.89	58.90
Architectural Coating	55	180	14.7	145,530	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	2,528.06 1,562.76 1,752.61	5,843.42	0.0074 0.0009 0.0014	18.85 1.41 2.46	22.71	706.84
Sub-Total Worker Trips Energy Consumption								Gasoline (gal.)		399,763.81	Diesel (gal.)		1,553.78	48,356.62
Vendor Trips														
Building Construction	740	249	6.9	1,271,394	MHDT HHDT	0.50 0.50	8.50 5.85	0.1403 0.0097	10,492.74 1,054.06	11,546.80	0.8597 0.9903	64,295.14 107,612.09	171,907.23	25,007.36
Hauling Trips														
Grading	75	0.00	0.0	0	HHDT	1.00	5.85	0.0097	0.00	0.00	0.9903	0.00	0.00	0.00
Total On-Road Construction Trips Energy Usage								**Gasoline (gal.)**		**411,310.61**	**Diesel (gal.)**		**173,461.02**	**73,363.97**

[1] Source: *Air Quality and GHG Impact Study* (**Appendix B**).
[2] Source: EMFAC2014 Web Database. https://www.arb.ca.gov/emfac/2014/. (See Appendix B for more details.)
[3] Mbtu = Millions of Btu; assuming 1 gallon of gasoline fuel = 120,429 Btu and 1 gallon of diesel fuel = 137,381 Btu

2. *Operation*

The Project is expected to consume energy from the generation of operational auto and truck trips based on the land use mix described in the *Palomar Crossing Air Quality and GHG Impact Study*, prepared by RK Engineering, Inc., 4-2-2019 (**Appendix B**). Vehicle trips are associated with workers, customers and vendors/non-workers (i.e. delivery, service and maintenance vehicles, etc.) traveling to and from the site.

Table 4.4-13, *Operational Trips Energy Consumption*, shows the Project's energy consumption for all operational trips generated by the Project on an annual basis.

Table 4.4-13
Operational Trips Energy Consumption

Vehicle Class[1]	Vehicle Mix[1]	Average Fuel Economy (MPG)[2]	Annual VMT[1]	Gasoline		Diesel		MBtu/yr.[3]
				Fuel Split[2]	Fuel Consumption (gal./yr.)	Fuel Split[2]	Fuel Consumption (gal./yr.)	
LDA	54.86%	28.57		0.9926	269,792.97	0.0074	2,011.35	32,767.22
LDT1	3.63%	23.26		0.9991	22,040.33	0.0009	19.85	2,657.02
LDT2	18.69%	20.73		0.9986	127,440.57	0.0014	178.67	15,372.09
MDV	11.25%	15.42		0.9875	102,020.13	0.0125	1,291.39	12,463.59
LHD1	1.43%	14.08		0.6650	9,549.48	0.3350	4,810.64	1,810.92
LHD2	0.48%	14.35		0.5100	2,417.76	0.4900	2,322.94	610.30
MHD	1.76%	8.50	14,155,030	0.1403	4,113.02	0.8597	25,202.88	3,957.72
HHD	7.01%	5.85		0.0097	1,646.10	0.9903	168,054.57	23,285.74
OBUS	0.14%	7.25		0.4732	1,301.75	0.5268	1,449.20	355.86
UBUS	0.12%	4.86		0.3269	1,092.08	0.6731	2,248.63	440.44
MCY	0.45%	35.36		1.0000	1,804.61	0.0000	0.00	217.33
SBUS	0.09%	8.10		0.2133	342.18	0.7867	1,262.05	214.59
MH	0.09%	7.88		0.8345	1,346.13	0.1655	266.97	198.79
Total Operational Energy Usage From Transportation				**Gasoline (gal.)**	**544,907.11**	**Diesel (gal.)**	**209,119.14**	**94,351.61**

[1] Source: *Air Quality and GHG Impact Study (***Appendix B**).
[2] Source: EMFAC2014 Web Database. https://www.arb.ca.gov/emfac/2014/. (See Appendix B of *Energy Report* for more details.)
[3] MBtu/yr = Millions of Btu per year; assuming 1 gallon of gasoline fuel = 120,429 Btu and 1 gallon of diesel fuel = 137,381 Btu

- Total Project Energy Consumption

The Project's total energy consumption is calculated in MBtu and shown in **Table 4.4-14, *Total Project Energy Consumption***. Total Project energy consumption includes electricity, natural gas and petroleum usage during construction and operation.

Table 4.4-14
Total Project Energy Consumption[1]

Activity	Total Energy Consumption (MBtu)[1]	Average Energy Consumption Per Year (MBtu)[2]
Total Construction	**89,627.44**	**34,255.51**
Off-Road Equipment	16,263.47	6,215.88
On-Road Trips	73,363.97	28,039.63
Total Operational	**– -**	**132,789.58**
Electricity	– -	27,970.19
Natural Gas	– -	10,467.77
Petroleum	– -	94,351.61

[1] MBtu = See Tables 4.4-9 through 4.4-13 for more details
[2] MBtu = Million British Thermal Units

The Project will be required to comply with the mandatory requirements of California's Building Energy Efficiency Standards (Title 24, Part 6) and Green Building Standards (CALGreen, Title 24, Part 11). California's building energy efficiency standards are some of the strictest in the nation and the Project's compliance with California's building code will ensure that wasteful, inefficient or unnecessary consumption of energy is minimized. The building standards code is designed to reduce the amount of energy needed to heat or cool a building, reduce energy usage for lighting and appliances and promote usage of energy from renewable sources.

The Project will be required to comply with the Project design features listed as **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5** as well as **Mitigation Measures MM-ENR- 1** through **MM-ENR- 7**. With adherence to **Mitigation Measures MM-ENR- 1** through **MM-ENR- 7** and **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5**, the Project will not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. Any impacts will be less than significant.

THRESHOLD b: Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?

Less Than Significant Impact

The Project will purchase electricity through Southern California Edison which is subject to the requirements of California Senate Bill 100 (SB 100). SB 100 is the most stringent and current energy legislation in California; requiring that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045.

The Project will further comply with the mandatory requirements of California's Green Building and Building Energy Efficiency standards that promote renewable energy and energy efficiency. Therefore, the Project will not conflict with or obstruct a State or Local plan for renewable energy or energy efficiency. Any impacts are considered less than significant.

4.4.5 Standard Conditions and Mitigation Measures

Standard Condition(s)

The following standard conditions (design features) shall apply during the construction phases of the Project:

SC-ENR-1 All construction equipment shall be maintained in proper tune.

SC-ENR-2 All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.

SC-ENR-3 Carpooling shall be encouraged for construction workers.

SC-ENR-4 Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.

The following standard conditions (design features) shall apply during the operational phase of the Project:

SC-ENR-5 The Project shall comply with current California Title 24 mandatory standards for residential and non-residential uses.

Mitigation Measure(s)

The following mitigation measures are provided to reduce the Project's impact on energy resources and help ensure the Project does not result wasteful, inefficient, or unnecessary consumption of energy.

MM-ENR-1 As part of building plan check, the Project applicant shall participate in the latest CALGreen Tier 1 voluntary measures for new residential and non-residential structures to minimize the building's impact on the environment and promote a more sustainable design. Residential and non-residential voluntary measures, as described in the Title 24, Part 11, Appendix A4 of the California Building Standards Code, provide measures for planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The City of Menifee Building Official should be responsible for verifying that all applicable Tier 1 voluntary measures are implemented.

MM-ENR-2 During construction, the Project applicant shall ensure that high-efficiency lighting (such as LEDs) be installed that is at least 30% more efficient than standard lighting.

MM-ENR-3 During construction, the Project applicant shall install ENERGY STAR-compliant appliances wherever appliances are needed on-site.

MM-ENR-4 Prior to occupancy the Project applicant shall provide on-site and internal bicycle and pedestrian pathways that allow for direct and convenient non-

motorized access between the residential and commercial planning areas within the project site.

MM-ENR-5 Prior to occupancy the Project applicant shall provide secure on-site bicycle storage or cages for the residential uses.

MM-ENR-6 Prior to occupancy the Project applicant shall provide convenient/highly visible on-site bicycle parking racks for the commercial uses.

MM-ENR-7 Prior to occupancy the Project applicant shall provide an enhanced bus stop along SR-74, adjacent to the site, with a bus shelter, benches and bus turnout.

4.4.6 Cumulative Impacts

Energy usage is assumed to be cumulative. The proposed Project will result in an incremental use of energy during construction and operations. The energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Any impacts would be reduced to a less than significant level with the incorporation of **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5** as well as **Mitigation Measures MM-ENR- 1** through **MM-ENR- 7**.

Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Project-related energy usage is not considered to be cumulatively considerable and would not result in a significant impact with the incorporation of **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5** as well as **Mitigation Measures MM-ENR- 1** through **MM-ENR- 7**.

4.4.7 Unavoidable Significant Adverse Impacts

The proposed Project will result in an incremental use of energy during construction and operations. The energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Any impacts would be reduced to a less than significant level with the incorporation of **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5** as well as **Mitigation Measures MM-ENR- 1** through **MM-ENR- 7**.

With implementation of **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5** as well as **Mitigation Measures MM-ENR- 1** through **MM-ENR- 7**, impacts would be reduced to a less than significant level. Project-related energy usage is not considered to be significant or adverse and will not result in an unavoidable significant adverse impact.

4.5 GREENHOUSE GAS EMISSIONS

4.5.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of greenhouse gas emissions from implementation of the Project. The Greenhouse Gas Emissions Section of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
b. Would the Project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Based on the analysis in the IS, it was determined both of the two (2) issue areas related to greenhouse gas emissions **would** be further analyzed in the EIR.

No standard conditions or mitigation measures were presented in the IS that shall be carried over to this DEIR.

In addition to the IS, the following sources were used in the evaluation presented in this Subchapter:

- *Palomar Crossing Air Quality and Greenhouse Gas Impact Study, City of Menifee, California,* prepared by RK Engineering Group, Inc., April 2, 2019. (*AQ/GHG Analysis*, **Appendix B**).

Comment Letters Received on the Notice of Preparation (NOP)

Comment Letter #5: **South Coast Air Quality Management District (SCAQMD) (dated 03/19/19) states:**

- Send directly to SCAQMD for review: the DEIR, the technical appendices for Air Quality (AQ) and Greenhouse Gases (GHG), including electronic versions of all air quality modeling and health risk assessment files, emission calculation spreadsheets and modeling input/output files.
- Use the SCAQMD CEQA Handbook and CalEEMod land use emissions software to forecast Project emissions.
- Quantify criteria pollutant emissions and compare the results to SCAQMD's regional pollutant emissions significance thresholds to determine air quality impacts.
- SCAQMD staff recommends that, prior to approving the project, Lead Agencies consider the impacts of air pollutants on people who will live in a new project and provide mitigation where necessary.

Response: Technical studies for Air Quality (AQ) and Greenhouse Gases (GHG) are included in Volume 2, Technical Appendices of this EIR (see enclosed CD). SCAQMD CEQA Handbook and CalEEMod land use emissions software were used to forecast Project emissions. Criteria pollutant emissions were used to compare the results to SCAQMD's regional pollutant emissions significance thresholds to determine air quality impacts. Impacts of air pollutants on people who will live in a new project and mitigation (where necessary) have been provided.

***Comment Letter #6*: Southern California Association of Governments (SCAG) (dated 3/27/19) states:**

- Southern California Association of Governments (SCAG) is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities.
- SCAG reviews EIRs for Projects of regional significance for consistency with regional plans pursuant to CEQA and the CEQA Guidelines.
- SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for the preparation of the Regional Transportation Plan (RTP), including the Sustainable Communities Strategy (SCS).
- SCAG has reviewed the NOP for the Project.
- SCAG asks that environmental documentation be mailed to SCAG's office in Los Angeles or emailed to the contact information in the letter.
- The Lead Agency has the sole discretion in determining a local project's consistency with the RTP/SCS.
- SCAG recommends preparing an analysis that compares the Project side-by-side with SCAG's 2016 RTP/SCS Goals to determine whether the Project is consistent, inconsistent or in-applicable with the regional goals.
- A wide range of land use and transportation strategies are included in the 2016 RTP/SCS.
- Adopted demographics and growth forecasts (population, households and employment) are provided for the SCAG Region and for City of Menifee for the years 2020, 2035, and 2040.
- The Final Program EIR for the 2016 RTP/SCS includes a list of project-level performance-based mitigation measures that are applicable and feasible. These mitigation measures may be considered by the City for adoption and implementation.
- The City as Lead Agency is responsible for assigning project-level mitigation to meet project-level performance standards for each CEQA resource category.

Response: Consistency with the RTP and SCS is analyzed in the following: Subchapter 4.3 Air Quality; Subchapter 4.5 Greenhouse Gases; Subchapter 4.7 Land Use and Planning; and Subchapter 4.12 Transportation.

No comments were received in response to the NOP with respect to greenhouse gas emissions at the scoping meeting held for the proposed Project.

Therefore, the above issues identified in "a" and "b," and the issues identified in the IS/NOP (summarized above), are the focus of the following evaluation of greenhouse gas emissions.

The following discussions are abstracted from the above referenced technical studies, which are provided in Volume 2 of the DEIR, the Technical Appendices.

Note: Any tables or figures in this section are from the *AQ/GHG Analysis*, unless otherwise noted.

4.5.2 Environmental Setting

4.5.2.1 Global Climate Change

Global climate change is the change in the average weather of the earth that is measured by such things as alterations in temperature, wind patterns, storms, and precipitation. Current data shows that the current period of warming is occurring more rapidly than past geological events. The average global surface temperature has increased approximately 1.4° Fahrenheit since the early 20th Century. 1.4° Fahrenheit may seem like a small change, but it's an unusual event in Earth's recent history, and small changes in temperature correspond to enormous changes in the environment.

The planet's climate record, preserved in tree rings, ice cores, and coral reefs, shows that the global average temperature has been stable over long periods of time. For example, at the end of the last ice age, when the Northeast United States was covered by more than 3,000 feet of ice, average global temperatures were only 5° to 9° Fahrenheit cooler than today. The Intergovernmental Panel on Climate Change (IPCC), which includes more than 1,300 scientists from the United States and other countries, forecasts a temperature rise of 2.5° to 10° Fahrenheit over the next century. Therefore, significant changes to the environment are expected in the near future.

The consequences of global climate change include more frequent and severe weather, worsening air pollution by increasing ground level ozone, higher rates of plant and animal extinction, more acidic and oxygen depleted oceans, strain on food and water resources, and threats to densely populated coastal and low lying areas from sea level rise.

The impacts of climate change are already visible in the Southwest United States. In California, the consequences of climate change include:

- A rise in sea levels resulting in displacement of costal businesses and residencies;
- A reduction in the quality and supply of water from the Sierra snowpack;
- Increased risk of large wildfires;
- Exacerbation of air quality problems;
- Reductions in the quality and quantity of agricultural products;
- An increase temperature and extreme weather events; and
- A decrease in the health and productivity of California's forests.

4.5.2.2 Greenhouse Gases

Most scientists agree the main cause of the current global warming trend is anthropogenic (human-induced) augmentation of the greenhouse effect. The greenhouse effect refers to the way gases in the earth's atmosphere trap and re-emits long wave infrared radiation, acting like a blanket insulating the earth. Activities such as fossil fuel combustion, industrial processes, agriculture, and waste decomposition have elevated the concentration of greenhouse gases in the atmosphere beyond the level of naturally occurring concentrations.

GHGs comprise less than 0.1 percent of the total atmospheric composition, yet they play an essential role in influencing climate. Greenhouse gases include naturally occurring compounds such as carbon dioxide (CO_2), methane (CH_4), water vapor (H_2O), and nitrous oxide (N_2O),

while others are synthetic. Man-made GHGs include the chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs), as well as sulfur hexafluoride (SF_6). Different GHGs have different effects on the Earth's warming. GHGs differ from each other in their ability to absorb energy (their "radiative efficiency") and how long they stay in the atmosphere, also known as the "lifetime".

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of CO_2. The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that time period. The time period usually used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases and allows policymakers to compare emissions reduction opportunities across sectors and gases.

Table 4.5-1, *Global Warming Potential and Atmospheric Lifetimes*, lists the 100-year GWP of GHGs from the IPCC fourth assessment report (AR4).

Table 4.5-1
Global Warming Potential and Atmospheric Lifetimes[1,2]

Gas Name	Formula	Lifetime (years)	GWP
Carbon Dioxide	CO2		1
Methane	CH4	12	25
Nitrous Oxide	N2O	114	298
Sulphur Hexafluoride	SF6	3,200	22,800
Nitrogen Trifluoride	NF3	740	17,200
Hexafluoroethane (PFC-116)	C2F6	10,000	12,200
Octafluoropropane (PFC-218)	C3F8	2,600	8,830
Octafluorocyclobutane (PFC-318)	C4F8	3,200	10,300
Tetrafluoromethane (PFC-14)	CF4	50,000	7,390
Hydrofluorocarbon 125	HFC-125	29	3,500
Hydrofluorocarbon 134a	HFC-134a	14	1,430
Hydrofluorocarbon 143a	HFC-143a	52	4,470
Hydrofluorocarbon 152a	HFC-152a	1	124
Hydrofluorocarbon 227ea	HFC-227ea	34	3,220
Hydrofluorocarbon 23	HFC-23	270	14,800
Hydrofluorocarbon 236fa	HFC-236fa	240	9,810
Hydrofluorocarbon 245fa	HFC-245fa	8	1,030
Hydrofluorocarbon 32	HFC-32	5	675
Hydrofluorocarbon 365mfc	HFC-365mfc	9	794
Hydrofluorocarbon 43-10mee	HFC-43-10mee	16	1,640

[1] Source: IPCC Fourth Assessment Report (AR4)
[2] GWPs are used to convert GHG emission values to "carbon dioxide equivalent" (CO_2e) units

4.5.2.3 GHG Regulatory Setting

4.5.2.3.a International

Intergovernmental Panel on Climate Change. In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change to assess the scientific, technical and socio-economic information relevant to understanding the

scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

United Nations. The United States participates in the United Nations Framework Convention on Climate Change (UNFCCC) (signed on March 21, 1994). Under the Convention, governments gather and share information on greenhouse gas emissions, national policies, and best practices; launch national strategies for addressing greenhouse gas emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change. The 2014 UN Climate Change Conference in Lima Peru provided a unique opportunity to engage all countries to assess how developed countries are implementing actions to reduce emissions.

Kyoto Protocol. The Kyoto Protocol is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. It has been estimated that if the commitments outlined in the Kyoto Protocol are met, global GHG emissions could be reduced by an estimated 5 percent from 1990 levels during the first commitment period of 2008 – 2012 (UNFCCC 1997). On December 8, 2012, the Doha Amendment to the Kyoto Protocol was adopted. The amendment includes: New commitments for Annex I Parties to the Kyoto Protocol who agreed to take on commitments in a second commitment period from 2013 – 2020, a revised list of greenhouse gases (GHG) to be reported on by Parties in the second commitment period, and Amendments to several articles of the Kyoto Protocol, which specifically referenced issues pertaining to the first commitment period and which needed to be updated for the second commitment period.

The Paris Agreement. The Paris agreement is the first comprehensive global climate agreement to be ratified by the United States, United Nations, China, and India; the largest producers of greenhouse gas emissions in the world. The agreement was negotiated by a total of 195 nations and entered into force on November 4, 2016. The central aim is to strengthen the global response to the threat of climate change by keeping the global temperature rise this century well below 2 degrees Celsius compared to pre-industrial levels, and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the agreement aims to strengthen the ability of countries to deal with the impacts of climate change. Currently 122 parties have ratified the agreement. The Trump administration has recently indicated the United States federal government will no longer participate in the Paris agreement.

4.5.2.3.b National

Greenhouse Gas Endangerment. On December 2, 2009, the EPA announced that GHGs threaten the public health and welfare of the American people. The EPA also states that GHG emissions from on-road vehicles contribute to that threat. The decision was based on Massachusetts v. EPA (Supreme Court Case 05-1120) which argued that GHGs are air pollutants covered by the Clean Air Act and that the EPA has authority to regulate those emissions.

Clean Vehicles. Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, the EPA and the Department of Transportation's National Highway Safety Administration announced a

joint final rule establishing a national program that would reduce greenhouse gas emissions and improve fuel economy for new cars and trucks sold in the United States.
The first phase of the national program would apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards would cut carbon dioxide emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016). The second phase of the national program would involve proposing new fuel economy and greenhouse gas standards for model years 2017 – 2025 by September 1, 2011.

On October 25, 2010, the EPA and the U.S. Department of Transportation proposed the first national standards to reduce greenhouse gas emissions and improve fuel efficiency of heavy-duty trucks and buses. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20 percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10 percent reduction for gasoline vehicles and 15 percent reduction for diesel vehicles by 2018 model year (12 and 17 percent respectively, if accounting for air conditioning leakage). Lastly, for vocational vehicles, the agencies are proposing engine and vehicle standards starting in the 2014 model year which would achieve up to a 10 percent reduction in fuel consumption and carbon dioxide emissions by 2018 model year.

Mandatory Reporting of Greenhouse Gases. On January 1, 2010, the EPA started requiring large emitters of heat-trapping emissions to begin collecting GHG data under a new reporting system. Under the rule, suppliers of fossil fuels or industrial greenhouse gases, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of greenhouse gas emissions are required to submit annual reports to the EPA.

Climate Adaption Plan. The EPA Plan identifies priority actions the Agency will take to incorporate considerations of climate change into its programs, policies, rules and operations to ensure they are effective under future climatic conditions. The Plan reflects input received from States, Tribes and municipal and county officials during development, as well as comments received during a formal Tribal consultation process and a 60 day public comment period during the Winter of 2013.

EPA is also releasing final Climate Change Adaptation Implementation Plans from its National Environmental Program Offices and all 10 Regional Offices. The Implementation Plans, which also reflect responses to public comment, provide more detail on how EPA Programs and Regions will carry out the work called for in the agency wide Plan in partnership with states, tribes, and local governments.

4.5.2.3.c State of California

Please refer to Table 9, California Climate Change Legislation of the *AQ/GHG Analysis* for the list of 27 legislative acts taken by the State of California between 1998 and 2017 related to climate change. Please also refer to Table 10, California Climate Change Executive Orders for

the list of 27 legislative acts taken by the Governor(s) of California between 2004 and 2015 related to climate change.

4.5.2.4 GHG Emissions Inventory

4.5.2.4.a National

The US EPA has previously prepared an annual report called the Inventory of Greenhouse Gas Emissions and Sinks (Inventory). This report tracks total annual U.S. emissions and removals by source, economic sector, and greenhouse gas going back to 1990. The EPA is currently undergoing changes that reflect the agency's new direction under President Donald Trump and Administrator Scott Pruitt, and as of this time, GHG inventory is not currently being reported.

- The most recent national Inventory report, from year 2014, shows that national net GHG emissions (sources and sinks) were 6,108.0 $MMTCO_2e$. ($MMTCO_2e$ = million metric tons of CO_2 equivalents).

4.5.2.4.b State of California

The CARB is responsible for maintaining and updating California's annual GHG Inventory per California Global Warming Solutions Act (AB 32) and H&SC §39607.4. The GHG inventory is a critical piece in demonstrating the state's progress in achieving the statewide GHG target. An updated emission inventory is published annually to include additional years and improved estimation methods.

- The most recent state inventory data, from year 2015, shows that the total GHG emissions in the State of California for year 2015 were 440.4 $MMTCO_2e$.

4.5.2.4.c Southern California Association of Governments

The Southern California Association of Governments (SCAG) Regional Greenhouse Gas Emissions Inventory and Reference Case Projections, 1990-2035, was completed in May 2012 for SCAG by the Center for Climate Strategies. The final report presents an assessment of the region's anthropogenic GHG emissions and sinks from 1990 to 2035.

- The most recent regional estimates from SCAG are from year 2008. In 2008, the total GHG emissions in the SCAG region were estimated to be 230.7 $MMTCO_2e$.

4.5.3 Thresholds of Significance

As discussed in Subsection 4.5.1, the Project impacts to two (2) criteria pertaining to Greenhouse Gas Emissions will be analyzed. According to the IS, the Project would have a significant impact if it would:

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

The questions posed in the IS are included for each topical section to guide the impact analysis and the above significance criteria represent a summary of the thresholds raised in the City's IS. The potential greenhouse gas emissions changes in the environment are addressed in response to the above thresholds in the following analysis.

4.5.3.1 GHG Significance Thresholds

In the absence of a formal GHG threshold established by the State, the SCAQMD has published the *Interim CEQA Greenhouse Gas (GHG) Significance Thresholds, December 2008* (GHG Significance Thresholds) to assist local agencies with determining the impact of a project for CEQA. SCAQMD's objective in providing the GHG guidelines is to establish a performance standard that will ultimately contribute to reducing GHG emissions below 1990 levels, and thus achieve the requirements of the California Global Warming Solutions Act (AB 32). The SCAQMD has held several GHG Significance Thresholds Stakeholder Working Group meetings where staff has presented updated recommendations that serve in addendum to the interim document.

The SCAQMD describes a five-tiered approach for determining GHG Significance Thresholds.

- **Tier 1 -** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.

- **Tier 2 -** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment based on the following tiers.

- **Tier 3 -** Consists of screening values that are intended to capture 90 percent of the GHG emissions from projects. If a project's emissions are under the screening thresholds, then the project is less than significant. SCAQMD has presented two options that lead agencies could choose for screening values. Option #1 sets the thresholds for residential projects to 3,500 $MTCO_2e$/year, commercial projects to 1,400 $MTCO_2e$/year), and the mixed use to 3,000 $MTCO_2e$/year. Option #2 sets a single numerical threshold for all non-industrial projects of 3,000 $MTCO_2e$/year. The current SCAQMD staff recommendation is to use option #2 but allows lead agencies to choose option #1 if they prefer. Regardless of which option a lead agency chooses to follow, it is recommended that the same option is consistently uses for all projects.

Table 4.5-2, *SCAQMD Tier 3 GHG Screening Values* shows the screening levels described in option #2, which has been used previously in the City of Menifee.

Table 4.5-2
SCAQMD Tier 3 GHG Screening Values

Land Use	Screening Value
Industrial Projects	10,000 $MTCO_2e$/year
Residential/Commercial Projects	3,000 $MTCO_2e$/year

- **Tier 4 -** includes three performance standard compliance options to demonstrate the project in significant for GHG emissions. If Project GHG emissions are expected to exceed 3,000 $MTCO_2e$ with all reasonably feasible mitigation measures the SCAQMD Tier 4 thresholds are applicable. Reference **Table 4.5-3, *SCAQMD Tier 4 Efficiency Thresholds***.

Compliance Option 1 consists of achieving a target percentage reduction in emission compared to the business as usual (BAU) methodology. The project proponent would need to incorporate design features into the Project and/or implement GHG mitigation measures to demonstrate a 30 percent reduction in GHG emissions below BAU that is consistent with the current applicable goals of AB 32 in the State of the California.

Compliance Option 2 consists of early compliance with AB 32 through early implementation of CARB's Scoping Plan Measures. This option is intended for projects in sectors subject to the Scoping Plan Measures.

Compliance Option 3 consists of establishing efficiency-based performance standards at the plan level (program-level projects such as general plans) and project level. Efficiency standards are based on the amount of GHG emissions ($MTCO_2e$/year) per Service Population (SP). SP is defined as the sum of the residential and employment populations provided by a project.

Table 4.5-3
SCAQMD Tier 4 Efficiency Thresholds

Project Type	Efficiency Thresholds[1]	
	Target Year 2020	Target Year 2035
Plan (Program) Level	6.6 $MTCO_2e$/year/SP	4.1 $MTCO_2e$/year/SP
Project Level	4.8 $MTCO_2e$/year/SP	3.0 $MTCO_2e$/year/SP

- **Tier 5 –** involves implementing off-site mitigation or the purchasing of offsets to reduce GHG emissions to less than the proposed screening level. The project proponent would be required to provide offsets for the life of the project, which is defined as 30 years.

By complying with the SCAQMD GHG thresholds of significance, a project is considered to be in compliance with the applicable State GHG legislation.

4.5.3.2 City of Menifee General Plan

In addition to the SCAQMD significance thresholds, the Project is required to comply with the adopted air quality and GHG goals and policies from the City of Menifee General Plan Open Space and Conservation Element. The City has goals to reduce impacts to air quality at the local level by minimizing pollution and particulate matter (General Plan Goal OSC-9). Polices to meet these goals include:

- **OSC-9.1** Meet State and federal clean air standards by minimizing particulate matter emissions from construction activities.
- **OSC-9.2** Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.
- **OSC-9.3** Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.
- **OSC-9.4** Support Riverside County Regional Air Quality Task Force, Southern California Association of Government's Regional Transportation Plan/Sustainable Communities Strategy, and SCAQMD's Air Quality Management Plan to reduce air pollution at the regional level.
- **OSC-9.5** Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code and Title 24 Part 6 Building and Energy Efficiency Standards.

The City's Open Space and Conservation Element also includes goals to have efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations (General Plan Goal OSC-4) as well as an environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions (General Plan Goal OSC-10). Polices to meet these goals include:

- **OSC-4.1** Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
- **OSC-4.2** Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.
- **OSC-7.2** Encourage water conservation as a means of preserving water resources.
- **OSC-7.4** Encourage the use of reclaimed water for the irrigation of parks, golf courses, public landscaped areas, and other feasible applications as service becomes available from the Eastern Municipal Water District.
- **OSC-10.1** Align the City's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.
- **OSC-10.2** Align the City's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.
- **OSC-10.3** Participate in regional greenhouse gas emission reduction initiatives.
- **OSC-10.4** Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

4.5.4 Potential Impacts

THRESHOLD a: Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact with Mitigation Incorporated

For the purpose of this analysis, the following Project Design Features are being incorporated:

DF-GHG-1 Carpooling shall be encouraged for construction workers.
DF-GHG-2 The project shall comply with current California Title 24 standards.

4.5.4.1 Construction Greenhouse Gas Emissions

Greenhouse gas emissions are estimated for on-site and off-site construction activity using CalEEMod. **Table 4.5-4, *Construction Greenhouse Gas Emissions*** shows the construction greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction. Construction emissions are averaged over 30 years and added to the long term operational emissions, pursuant to SCAQMD recommendations.

CalEEMod annual GHG output calculations are provided in the *AQ/GHG Analysis*.

Table 4.5-4
Construction Greenhouse Gas Emissions

Activity	Emissions ($MTCO_2e$)[1]		
	On-site	Off-site	Total
Site Preparation	51.66	2.57	54.23
Grading	210.53	7.13	217.66
Building Construction	863.87	5,257.44	6,121.31
Paving	55.52	3.53	59.05
Architectural Coating	7.03	42.42	49.45
Total	1,188.61	5,313.09	6,501.70
Averaged over 30 years[2]	39.62	177.10	216.72

[1] $MTCO_2e$=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbons).
[2] The emissions are averaged over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations.

4.5.4.2 Operational Greenhouse Gas Emissions

Greenhouse gas emissions are estimated for on-site and off-site operational activity using CalEEMod. Greenhouse gas emissions from mobile sources, area sources and energy sources are shown in **Table 4.5-5, *Operational Greenhouse Gas Emissions***. CalEEMod annual GHG output calculations are provided in the *AQ/GHG Analysis*.

Table 4.5-5
Operational Greenhouse Gas Emissions

Emission Source	Unmitigated GHG Emissions ($MTCO_2e$)[1]	Mitigated GHG Emissions ($MTCO_2e$)[1]
Mobile Source	14,462.97	7,537.05
Energy Source	2,610.97	2,380.04
Area Source	149.50	149.50
Water	462.77	388.66
Waste	277.43	69.36
Construction (30 year average)	216.72	216.72
Sequestration[5]	-4.60	-4.60
Total Annual Emissions	**18,175.76**	**10,736.73**
SCAQMD Tier 3 Screening Threshold[2]	3,000	3,000
Exceed Tier 3 Threshold?	Yes	Yes
SCAQMD Tier 4 Compliance Option 1 GHG Reduction Threshold[2]		30%
Reduction Achieved From Mitigation		41%
SCAQMD Tier 4 Compliance Option 3 Efficiency Threshold (Interpolated 2023)[2,3]		4.44 $MTCO_2e$/year/SP
Mitigated Emissions Per Service Population[4]		4.43 $MTCO_2e$/year/SP

[1] MTCO2e = metric tons of carbon dioxide equivalent
[2] Per South Coast Air Quality Management District (SCAQMD) Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008
[3] The SCAQMD Tier 4 Interpolated 2023 Target Service Population Threshold of 4.44 $MTCO_2e$/SP/year was interpolated through the use of the SCAQMD Tier 4 2020 and 2035 Target Service Population Threshold values.
[4] Service population based on US Census Estimates for City of Menifee of 3.03 persons/household (3.03 x 637 DUs = 1,930) and the average 1 employee/500 square foot commercial retail (246,312 sf/ 500 = ~493 emp). Total service population is 2,423 resident/employees.
[5] CO_2 sequestration from the design feature of planting of ~130 new trees (92.04/20 year [trees' lifetime]).

The analysis first compares the Project's GHG emissions to the SCAQMD's Tier 3 approach, which limits GHG emissions to 3,000 $MTCO_2e$. As shown in **Table 4.5-5**, Project GHG emissions are expected to exceed 3,000 $MTCO_2e$ with all reasonably feasible mitigation measures. Therefore, the SCAQMD Tier 4 thresholds are applicable.

The Project has been compared to the SCAQMD tier 4 interpolated 2023 target service population threshold of 4.44 $MTCO_2e$ per specific plan per year (The Tier 4 2023 threshold was

interpolated from the SCAQMD Tier 4 2020 Target Service Population Threshold of 4.8 $MTCO_2e$/year/SP and the 2035 Target Service Population Threshold of 3.0 $MTCO_2e$/year/SP), based on Compliance Option 3 As shown in **Table 4.5-5**, the Project will meet the efficiency thresholds established in the Tier 4 with the incorporation of **Mitigation Measure MM-GHG-1** through **Mitigation Measure MM-GHG-7**.

With implementation of **Mitigation Measure MM-GHG-1** through **Mitigation Measure MM-GHG-7**, impacts would be reduced to a less than significant level.

THRESHOLD b: Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Less than Significant Impact

The Project could have the potential to conflict with applicable plans, policies or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

The City of Menifee Open Space and Conservation Element establishes goals to have efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations as well as an environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions. Polices to meet these goals include:

- **OSC-4.1** Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
- **OSC-4.2** Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.
- **OSC-7.2** Encourage water conservation as a means of preserving water resources.
- **OSC-7.4** Encourage the use of reclaimed water for the irrigation of parks, golf courses, public landscaped areas, and other feasible applications as service becomes available from the Eastern Municipal Water District.
- **OSC-10.1** Align the City's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.
- **OSC-10.2** Align the City's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.
- **OSC-10.3** Participate in regional greenhouse gas emission reduction initiatives.
- **OSC-10.4** Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

4.5.4.3 California Air Resources Board Scoping Plan

Emission reductions in California alone would not be able to stabilize the concentration of greenhouse gases in the earth's atmosphere. However, California's actions set an example and drive progress towards a reduction in greenhouse gases elsewhere. If other states and countries were to follow California's emission reduction targets, this could avoid medium or higher ranges of global temperature increases. Thus, severe consequences of climate change could also be avoided.

The ARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health". The measures in the Scoping Plan have been in place since 2012.

In May 2014, California Air Resources Board (CARB) released its *First Update to the Climate Change Scoping Plan* (CARB 2014). This *Update* identifies the next steps for California's leadership on climate change. While California continues on its path to meet the near-term 2020 greenhouse gas limit, it must also set a clear path toward long-term, deep GHG emission reductions. This report highlights California's success to date in reducing its GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.

In November 2017, CARB released the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals, and includes a description of a suite of specific actions to meet the State's 2030 GHG limit. In addition, the 2017 Scoping Plan provides a broader description of the many actions and proposals being explored across the sectors, including the natural resources sector, to achieve the State's mid and long- term climate goals.

Guided by legislative direction, the actions identified in the 2017 Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Scoping Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and Trade Program, which constrains and reduces emissions at covered sources.

As the latest, 2017 Scoping Plan builds upon previous versions, Project consistency with applicable strategies of both the 2008 and 2017 Plan are assessed in **Table 4.5-6, *Project Consistency with CARB 2008 Scoping Plan Policies and Measures*** and **Table 4.5-7, *Project Consistency with CARB 2017 Scoping Plan Policies and Measures***. As shown in **Tables 4.5-6** and **4.5-7**, the Project is consistent with the applicable strategies.

Table 4.5-6
Project Consistency with CARB 2008 Scoping Plan Policies and Measures[1]

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero- emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The Project will be compliant with the current Title 24 standards. The Project is to include Energy-Star appliances used on site and high- efficiency lighting.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2016 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The Project will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the Project that are required to comply with the measures will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The Project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 50 percent reduction required in AB 939 (75% by 2020 per AB 341).
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. Project is to include the use of low-flow fixtures and water-efficient irrigation systems. The Project will comply with all applicable City ordinances and CAL Green requirements.

[1] Source: CARB Scoping Plan (2008)

Table 4.5-7
Project Consistency with CARB 2017 Scoping Plan Policies and Measures[1]

2017 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	Consistent. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	Consistent. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_x standard.	Consistent. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in the use of low NO_x or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	Consistent. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Implement SB 350 by 2030: Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	Consistent. The Project will be compliant with the current Title 24 standards. Further, the Project is to include mitigation measures requiring the use of energy efficient appliances and high-efficiency lighting on-site.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	Consistent. The Project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.

[1] Source: CARB Scoping Plan (2008)

4.5.4.4 Reduction Measures Menifee General Plan EIR Table 5.7.9

The following are GHG reduction measures provided in Table 5.7.9 of the General Plan EIR that could be implemented city-wide to reduce GHG emissions and are being proposed by the Project applicant to reduce GHG emissions associated with the Project.

Circulation/Land Use Policies

- C 1.1: Require roadways to:
  - Comply with federal, state, and local design and safety standards.
  - Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.

- Be compatible with streetscape and surrounding land uses.
- Be maintained in accordance with best practices.

Discussion. All off site and on site street/road and access improvements would be designed to meet all applicable regulatory criteria and standards. Project roadways and on site circulation pathways and sidewalks are consistent with Policy C 1.1.

- C 2.1: Require on and off street pathways to:
  - Comply with federal, state, and local design and safety standards.
  - Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
  - Be compatible with streetscape and surrounding land uses.
  - Be maintained in accordance with best practices.

  Discussion. All off site and on site street/road and access improvements would be designed to meet all applicable regulatory criteria and standards. Project roadways and on site circulation pathways and sidewalks are consistent with Policy C 2.1.

- C 2.2: Provide off street multipurpose trails and on street bike lanes as our primary paths of citywide travel and explore the shared use of low speed roadways for connectivity wherever it is safe to do so.

  Discussion. The Project would be conditioned to improve Palomar Road along the project frontage to its ultimate half-section which will includes a Class III bicycle route. This would facilitate connectivity to the citywide circulation system and use of alternative modes of transportation. Additionally, the Project will provide pedestrian and bicycle connections between the residential and commercial planning areas, as well as a Community Trail on Menifee Road. The Project would be consistent with Policy C 2.2.

- C 2.3: Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.

  Discussion. The Project would be required to install frontage improvements along Palomar Road and Hwy 74. These improvements would facilitate safe and convenient pedestrian and bicycle connectivity to/from the site and neighboring destinations. Additionally, on-site pedestrian improvements would be provided throughout the site and connect the future planned residential development to the north with the commercial areas of the Project site to facilitate on-site pedestrian circulation. The Project would be consistent with Policy C 2.3.

- C 3.2: Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.

  Discussion. The Project would provide bus stop amenities for a bus stop along Highway 74, adjacent to the site. The Project would be consistent with Policy C 3.2

Circulation/Land Use Implementation Actions

- C 13: Encourage developers to provide bikeway and pedestrian connections between developed land uses, as well as bicycle parking accommodations for employees and customers.

  Discussion. The Project should be required to install Class III shared bicycle pavement markings (sharrows) on Palomar Road along the Project frontage. Additionally, on-site pedestrian improvements would be provided throughout the site and connect the future planned residential development to the north with the commercial areas of the project site to facilitate on-site pedestrian circulation. This would facilitate connectivity to the citywide circulation system and promote the use of alternative modes of transportation. Further bicycle parking and facilities would also be provided on-site to accommodate residents, employees and customers that elect to use alternative modes of transportation. The Project would be consistent with Action C 13.

- C 14: Require Subregional and Community Off-Road Bike Trail dedications from new development projects that are consistent with the alignments identified in Exhibit C-4: Bikeway and Community Pedestrian Network.

  Discussion. The Project would provide the necessary dedication and make improvements to Palomar Road to accommodate a Class III shared bicycle lane along the Project frontage. This would facilitate bicycle access to/from the Project site and neighboring areas. In addition, a Community Trail is proposed on Menifee Road. The Project would not conflict with the planned bicycle alignments, causing existing alignments to be rerouted or otherwise disrupt bicycle access along either Briggs Road or Hwy 74. The Project would be consistent with Action C 14.

- C 21: Require bus shelters, transit bays and turnouts, where appropriate, from new development projects along the existing and potential future transit service routes identified in Exhibit C-4.

  Discussion: The Project would provide bus stop amenities for a bus stop along Highway 74, adjacent to the site. The Project would be consistent with Policy C 21.

- C 24: Participate in and influence regional transportation programs that seek new and creative solutions in public transportation, transportation systems, and traffic management.

  Discussion: The Project will contribute TUMF and DIF to support city-wide and regional improvements to public transportation, transportation systems, and traffic management.

- C 29: Prepare a Neighborhood Electric Vehicle (NEV) Plan that supports flexible travel options, promotes vehicle emission reductions, integrates with other alternative transportation modes, and incorporates parking standards that recognize the reduced footprint needs inherent with NEVs and golf carts.

  Discussion. The Project would provide electric vehicle charging stations consistent with Table 5.106.5.3.3 of the CalGreen Code. The Project would be consistent with Action C 29.

- OSC75: Create a program to incentivize new and existing commercial, industrial, public, school and medical facilities/developments to install shared vehicle parking, car pool parking, additional bike racks, and bus stop shelters. Components of the plan could include reduced permit fees, expedited processing, reduced parking requirements, etc.

  Discussion: The Project would provide electric vehicle charging stations, parking spaces designated for clean air vehicles, bicycle racks, and enhanced bus shelters and benches. The Project would be consistent with Action OSC75.

Building and Energy Efficiency Policies

- OSC-9.5 Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Energy Efficiency Standards.

  Discussion: The Project would be conditioned to implement the applicable elements of the California Energy Code, Title 24, Part 6 Building Energy Efficiency Standards and Part 11 CalGreen Standards. The Project would be consistent with OSC-9.5.

Building and Energy Efficiency Implementation Actions

- OSC67: Create a Solar Plan that provides incentives and coordinates financing for city residences and businesses to invest in solar energy.

  Discussion: At a minimum, the Project will provide solar ready infrastructure for investment in on-site generated renewable energy sources. Any building plans submitted after January 1, 2020 will be required to comply with California's 2019 Building Standards Code; which now requires solar installations on certain residential projects. The Project would be consistent with OSC67.

- OSC74: Work with EMWD to create a public outreach campaign to reduce energy use and conserve water. Campaign components can include workshops, brochures, mailers, website links, etc. Topics to highlight include: changes in Menifee's Building Code, how to implement whole house energy upgrades or other energy efficiency improvements for residents and businesses, the WRCOG HERO financing program and other subregional energy conservation efforts, as well as the City's the Solar Plan when complete.

  Discussion: The Project will implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf. The Project would be consistent with OSC74.

- OSC77: Adopt a Green Building Ordinance that requires energy efficient design, in excess of Title 24 standards, for all new residential and non-residential buildings. Require 30 percent above the 2008 Building Energy Efficiency standards in Title 24 to coincide with the Voluntary Tier 2 standards for the 2010 California Green Building Code (CALGreen).

  Discussion: The Project will be required to comply with the latest California Building Standards Code and City of Menifee adopted standards, which currently provide for greater energy savings than previously required in 2008 code. The current 2016 standards will soon be updated with the 2019 code requirements, which become

effective January 1, 2020, and will provide for even greater energy savings. The Project would be consistent with OSC77.

General GHG Reduction Polices

- OSC-10.1: Align the City's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.
- OSC-10.2: Align the City's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.
- OSC-10.3: Participate in regional greenhouse gas emissions reductions initiatives.
- OSC-10.4: Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

Discussion: The Project will comply with the City's adopted GHG emissions thresholds set forth by SCAQMD for the purposes of complying with AB 32 and Executive Order S-03-05. Furthermore, California buildings standards and fuel economy standards have been established to help meet the State's latest GHG reduction target goals through energy and mobile emissions reductions. The Project's impact to climate change has been assessed in a detailed greenhouse gas impact analysis to be used for evaluation of the project under CEQA. The Project would be consistent with OSC-10.1, OSC-10.2, OSC-10.3, and OSC-10.4.

General GHG Reduction Implementation Actions

- OSC62: Require new development projects and substantial redevelopment projects subject to CALGreen to provide proof of submittal of a Construction Waste Management Plan (CWMP). Project applicants should work with Riverside County Waste Management Department to prepare the CWMP. Require the CWMP to include control measures that will also protect air quality such as but not be limited to:
    - Minimizing simultaneous operation of multiple construction equipment units.
    - Implementation of South Coast Air Quality Management Plan (AQMP).
    - Fugitive Dust Control Measures.
    - Construction vehicle and equipment emissions standards and controls.

Discussion: The Project will prepare a CWMP that will include control measures for reducing air quality emissions; including minimizing simultaneous operation of multiple construction equipment units, fugitive dust control measures, and the latest construction vehicle equipment emissions standards. The Project will also comply with the emissions thresholds and requirements established by SCAQMD to ensure compliance with the South Coast AQMP. The Project would be consistent with OSC62.

4.5.5 Standard Conditions and Mitigation Measures

Standard Condition(s)

No standard conditions are required.

Mitigation Measure(s)

Because the Project will result in GHG emissions, **Mitigation Measures MM-GHG-1** through **MM-GHG-7**, are provided to reduce potential adverse GHG impacts to a less than significant level:

MM-GHG-1 Prior to occupancy, the Project applicant shall require that high-efficiency lighting (such as LEDs) be installed that is at least 34% more efficient than standard lighting.

MM-GHG-2 During all phases of the Project, the Project applicant shall provide sidewalks within the project boundary and connecting off-site.

MM-GHG-3 During construction, the Project applicant shall require that all faucets, toilets and showers installed in the proposed structures utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen Standards.

MM-GHG-4 During construction, the Project applicant shall require that a water-efficient irrigation system be installed that conforms to the requirements of City codes.

MM-GHG-5 During construction and operations, the Project applicant shall require recycling programs that reduces waste to landfills by a minimum 75 percent per AB 341.

MM-GHG-6 During construction, the Project applicant shall require that ENERGY STAR-compliant appliances are installed wherever appliances are needed on-site.

MM-GHG-7 During construction, the Project applicant shall plant at least 130 new trees on-site.

4.5.6 Cumulative Impacts

GHG emissions are assumed to be cumulative. An individual project such as the proposed Project cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. For example, statewide GHG source emissions totaled about 440.4 $MMTCO_2e$ in 2015. The proposed Project will generate less than annual equivalent emission of 10,736.73 $MTCO_2e$, or about 0.24% of the 2015 amount.

However, the proposed Project may contribute to global climate change by its incremental contribution of greenhouse gases. With implementation of **Mitigation Measure MM-GHG-1** through **Mitigation Measure MM-GHG-7**, emission rates will be below applicable significance thresholds (SCAQMD Tier 4 2020 Target Service Population Threshold of 4.8 MTCO2e/year/SP). With implementation of these mitigation measures, impacts would be reduced to a less than significant level.

Thus, the proposed Project would not result in significant GHG impacts nor would it result in a substantial increase in the severity of GHG impacts with implementation of the mitigation measures. Project-related GHG emissions are not considered to be cumulatively considerable and would not result in a significant impact on global climate change. Project GHG emissions are a less than significant impact.

4.5.7 Unavoidable Significant Adverse Impacts

As stated above, an individual project such as the proposed Project cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the proposed Project may contribute to global climate change by its incremental contribution of greenhouse gasses.

With implementation of **Mitigation Measure MM-GHG-1** through **Mitigation Measure MM-GHG-7**, emission rates will be below applicable significance thresholds (SCAQMD Tier 4 2020 Target Service Population Threshold of 4.8 MTCO2e/year/SP). With implementation of these mitigation measures, impacts would be reduced to a less than significant level. Project-related GHG emissions are not considered to be significant or adverse and will not result in an unavoidable significant adverse impact on global climate change.

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4.6 HAZARDS AND HAZARDOUS MATERIALS

4.6.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of hazards and hazardous materials from implementation of the Project. Section 9., Hazards and Hazardous Materials, of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
b. Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
c. Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
d. Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
e. For a project located within a land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?
f. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
g. Would the Project 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?

Based on the analysis in the IS it was determined that the questions pertaining to issue areas a., b., c., d., and f., related to hazards and hazardous materials (in the questions asked above) **would not** require any further analysis in the Draft Environmental Impact Report (DEIR). As it pertains to these questions, the IS identified either a "less than significant impact," or "no impact" to those issue areas, as a result of implementation of the Project.

Based on the analysis in the IS, the remaining two (2) issue areas, e. and g., related to hazards and hazardous materials in the questions asked above **would** be further analyzed in the DEIR.

Standard Condition SC-TR-1and **Standard Conditions SC-HYD-2** and **SC-HYD-3** shall be carried over to this DEIR as they pertain to hazards and water quality.

Additionally, **Mitigation Measure MM-HAZ-1**, relating to pesticide presence/residue, presented in the IS, shall be carried over to this DEIR.

In addition to the IS, the following sources were used in the evaluation presented in this

Subchapter:

- *GPEIR (Section 5.8 – Hazards and Hazardous Materials)*
- *Phase I Environmental Site Assessment of an Undeveloped Property Northeast Corner of Highway 74 and Palomar Road, Menifee, California 92585*, prepared by South Shore Testing and Environmental, March 12, 2018 (*Phase I ESA*, **Appendix F1**)
- *Addendum to Phase I Environmental Site Assessment*, prepared by South Shore Testing and Environmental, September 6, 2018 (**Appendix F2**)
- *Airport Land Use Commission (ALUC) Development Review - Director's Determination*, prepared by Riverside County ALUC, July 25, 2019 (**Appendix R**)
- Menifee Union School District website https://www.menifeeusd.org/
- Perris Union High School District website https://www.puhsd.org/
- Google Maps
- Email correspondence with Adria Reinertson, Deputy Fire Marshal/Office of the Fire Marshal/CAL FIRE/Riverside County Fire Department (August 6, 2019)
- *Map My County* **(Appendix A)**
- 2008 CalFire Map https://osfm.fire.ca.gov/media/5916/menifee.pdf

Comment Letters Received on the Notice of Preparation (NOP)

Comment Letter #3: **Department of Toxic Substances (DTSC) (dated 03/14/19):**

This letter contains the following comments pertaining to hazards and hazardous materials:

- The Project proposes to modify current land uses.
- The site was used previously for agricultural purposes; MM-HAZ-1 requires monitoring during ground disturbance activities and remediation if pesticides are present.
- The DTSC is unsure if soil investigations will be conducted prior to any ground disturbance activities and recommends a mitigation measure to ensure that a workplan be prepared in accordance with DTSC's Interim Guidance for Sampling Agricultural Properties.
- Any environmental investigation shall be conducted under a workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous cleanup.

Mitigation Measure MM-HAZ-1 addresses the comments raised in Letter #3.

No comments regarding hazards were received at the Scoping Meeting held on March 11, 2019.

Therefore, the above issues identified in "e" and "g," and Comment Letter #3 are the focus of the following evaluation of hazards and hazardous materials resources.

The following discussions are abstracted from the above referenced technical studies, which are provided in Volume 2 of the DEIR, the Technical Appendices.

4.6.2 Environmental Setting

4.6.2.1 Project Site

The Project is located in the City of Menifee, Riverside City, California. The Project site is bounded as follows: Menifee North Specific Plan (MNSP) Planning Area (PA) 9 and PA10 to the immediate north (currently vacant land) and some Rural Residential uses to the north of PA9 and PA10; Business Park/Light Industrial and Public/Quasi-Public Facilities Districts to the south (currently vacant land, manufacturing uses and substation for Southern California Edison south of Highway 74); MNSP PA 16 to the east (currently , Rural Residential uses, and vacant land to the east beyond Menifee Road); and Palomar Road to the immediate west and MNSP PA7A, PA7B, and PA8 (currently vacant land and some commercial uses) to the west of Palomar Road. The Project site is currently vacant. The surrounding area is a mix of single-family residential, commercial, and industrial land uses. Reference **Figure 2-2, *Vicinity Map*** and **Figure 2-3**, ***Aerial Photo,*** provided previously in Chapter 2 of this DEIR. The Project is located in USGS 7.5-minute Romoland, California quadrangle, Section 11; Township 5 South; and Range 3 West.

The Project site was developed with a dwelling and outbuildings from at least 1938 until at least 1967. The subject structures were subsequently removed. Most of the neighboring properties were also structurally developed during the late 1960s with commercial structures.

Prior to the 1960s, most of the neighboring properties were undeveloped or agricultural land. No dry cleaners, gasoline stations, major landfills, military bases, manufacturing facilities, or heavy industrial businesses were identified on the Project site.

Aerial photographs were reviewed to evaluate past land-use patterns of the Project site and vicinity. This review revealed the following:

- **1938:** The Project site is utilized for agricultural land and a dwelling and outbuildings are located in the southeast corner of the Project site. The surrounding land usage also consists of primarily agricultural land. North: immediately by agricultural-use land, then by Watson Road. East: immediately by agricultural land and Menifee Road, then by agricultural land. South: immediately by Highway 74, then by undeveloped land. West: immediately by Palomar Road, then by agricultural land.
- **1949:** Conditions at the Project site and the adjoining properties appear similar to those observed in the previous aerial photograph.
- **1953:** Conditions at the Project site and the adjoining properties appear similar to those observed in the previous aerial photograph.
- **1961:** Conditions at the Project site and the adjoining properties appear similar to those observed in the previous aerial photograph.
- **1967:** The Project site is utilized for agricultural land and a dwelling and outbuildings are located in the southeast corner of the Project site. The surrounding land usage also

consists of primarily agricultural land. North: immediately by agricultural-use land, then by Watson Road. East: immediately by agricultural land and Menifee Road, then by agricultural land. South: immediately by Highway 74, then by undeveloped land and a commercial-use property. West: immediately by Palomar Road, then by agricultural land.

- **1978:** The Project site is agricultural land and the dwelling and outbuildings have been removed from-the southeast corner of the Project site. The surrounding land usage also consists of primarily agricultural land. North: immediately by agricultural-use land and residences, then by Watson Road. East: immediately by agricultural land and Menifee Road, then by agricultural land. South: immediately by Highway 74, then by undeveloped land and a commercial-use property. West: immediately by Palomar Road and a commercial-use property, then by agricultural land.
- **1985:** The Project site is undeveloped land and a power line easement trends north-south across the center of the subject property. North: immediately by agricultural-use land, residences and a commercial-use property, then by Watson Road. East: immediately by residences, agricultural land and Menifee Road, then by agricultural land. South: immediately by Highway 74, then by undeveloped land, a commercial-use property and a light industrial use property. West: immediately by Palomar Road and a commercial-use property, then by agricultural land.
- **1989:** Conditions at the Project site and the adjoining properties appear similar to those observed in the previous aerial photograph, with the exception of somewhat greater development in the general area.
- **1997:** Conditions at the Project site and the adjoining properties appear similar to those observed in the previous aerial photograph, with the exception of somewhat greater development in the general area.
- **2002:** Conditions at the Project site and the adjoining properties appear similar to those observed in the previous aerial photograph, with the exception of somewhat greater development in the general area.
- **2006:** Conditions at the Project site and the adjoining properties appear similar to those observed in the previous aerial photograph, with the exception of somewhat greater development in the general area.
- **2010:** The Project site is occupied by the improvements (power line easement and drainages) similar to that observed during the site visit. The surrounding land usage is also similar to that observed during the site visit (see discussion below).

At the time of the site visit performed by South Shore Testing and Environmental there were no structures on-site. The landscaping appeared to be in good condition with no signs of unnatural or chemically induced stress. No pits, ponds, lagoons, swales, or surface impoundments potentially containing hazardous materials were observed on the Project site. Weather conditions at the time of the site visit consisted of clear skies, with temperatures in the 70s.

Specific observations of note from the site visit included: The Project site consisted of undeveloped land. An unimproved road comprises the majority of the northern property line. A power line easement trends north-south in the approximate center of the Project site. A drainage ditch is located along the southern property line. Eight residences are located northeast of the

Project site on Stone Lane. Trees are located near the southeast comer of the Project site where a dwelling was located in the past.

At the time of the site inspection no wastewater generating activities were observed no obvious evidence of active or abandoned water supply wells or septic systems were observed, and no structures or evidence of past structures (e.g., foundations, etc.) were noted.

The *Phase I ESA* revealed no evidence of recognized environmental conditions in connection with the Project site except for historical use of the Project site for dry farming activities and the application of herbicides. It was established that herbicides would have been applied to the cereal grain crops on the Project site; and, because the Project site will be fallow prior to it being graded and the county agricultural representatives stated that, the chemicals utilized have a short residual life.

4.6.2.2 Existing Regulations and Plans

A number of federal, state, and local laws have been enacted to regulate the management of hazardous materials. Implementation of these laws and management of hazardous materials are regulated independently of the CEQA process through programs administered by various agencies at the federal, state, and local levels. An overview of the key hazardous materials laws and regulations that apply to the any activity that may handle hazardous materials or generate hazardous waste are provided below.

4.6.2.2.a Federal

Several federal agencies regulate hazardous materials. These include the Environmental Protection Agency (EPA), the Occupational Safety and Health Administration (OSHA), and the Department of Transportation (DOT). Applicable federal regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). In particular, CFR Tile 49 governs the manufacture of packaging and transport containers; packing and repacking, labeling, and the marking of hazardous material transport. Other federal regulations such as the Comprehensive Environmental Response Compensation and Liability Act (CERCLA), and the Superfund Amendments and Reauthorization Act (SARA), regulate the cleanup of known hazardous waste sites. The referenced agencies keep lists of known sites; these and other lists of known sites with hazardous materials contamination potential are checked to determine if any portion of the Project site has been identified as affected by hazardous wastes.

The EPA is the primary federal agency responsible for the implementation and enforcement of hazardous materials regulations. In most cases, enforcement of environmental laws and regulations established at the federal level is delegated to state and local environmental regulatory agencies.

In addition, with respect to emergency planning, the Federal Emergency Management Agency (FEMA) is responsible for ensuring the establishment and development of policies and programs for emergency management at the federal, state, and local levels. This includes the development

of a national capability to mitigate against, prepare for, respond to and recover from a full range of emergencies.

Lastly, Air Reserve Base (MARB) is used jointly by the US Air Force 452nd Air Mobility Wing; the California Air National Guard 163rd Reconnaissance Wing; four aircraft from the 120th Fighter Wing of the Montana National Guard; and the March Aero Club, an activity of the March Air Reserve Base Force Support Squadron. Activities of the March Aero Club include a flight demonstration team and flight training available to current and former military personnel. Military aircraft types based at MARB include C-17 (cargo) by the 452nd Air Mobility Wing and various types of drone aircraft by the 163rd Reconnaissance Wing. There are currently no scheduled commercial flights to or from MARB; DHL operated air cargo service there from 2005 through 2008. Private general aviation use is available with prior permission. Total airport operations in 2006 were 34,230, consisting of 16,201 (47.3 percent) military operations, 4608 (13.5 percent) air carrier operations, and 13,421 (39.2 percent) general aviation operations, nearly all of which were March Aero Club flights. MARB is operated and maintained by the US Department of Defense (DOD) and the March Joint Powers Authority (JPA) through a joint use agreement. The DOD owns the runways and military areas of the airport; the JPA controls other parts of MARB, including part of the airport building area and an adjacent industrial park.

4.6.2.2.b State

Primary state agencies with jurisdiction over hazardous materials management are the Department of Toxic Substances Control (DTSC) and the Regional Water Quality Control Board (RWQCB). The project site is located within the jurisdiction of the Santa Ana RWQCB jurisdiction. Other state agencies involved in hazardous materials management are the Department of Industrial Relations (State OSHA implementation), Office of Emergency Services (OES-California Accidental Release Prevention implementation), Department of Fish and Wildlife (DFW), Air Resources Board (ARB), California Department of Transportation (Caltrans), State Office of Environmental Health Hazard Assessment (OEHHA-Proposition 65 implementation) and the CalRecycle. The enforcement agencies for hazardous materials transportation regulations are the California Highway Patrol (CHP) and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations. In addition, South Coast Air Quality Management District Rules and Regulations pertaining to asbestos abatement (including rule 1403), Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations may be required for any materials discovered during any future soil moving activities that may contain hazardous materials due to prior activities.

<u>California Environmental Protection Agency</u>

The California EPA (Cal/EPA) has broad jurisdiction over hazardous materials management in the state. Within Cal/EPA, the DTSC has primary regulatory responsibility for hazardous waste management and cleanup. Enforcement of regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the Hazardous Waste Control Law.

Along with the DTSC, the RWQCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional state regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

Department of Toxic Substances Control

The DTSC regulates hazardous waste in California primarily under the authority of the Federal Resource Conservation and Recovery Act (RCRA), and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reductions, cleanup, and emergency planning. Under RCRA, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. As such, the management of hazardous waste of the nature and quantities which, are regulated that is disposed of, treated, stored, or handled on the Project site would be under regulation by the DTSC to ensure compliance with state and federal requirements pertaining to hazardous waste. California law provides the general framework for regulations of hazardous wastes by the Hazardous Waste Control Law (HWCL) passed in 1972. DTSC is the state's lead agency in implementing the HWCL. The HWCL provides for state regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste," and requires permits for, and inspections of facilities involved in generation and/or treatment, storage and disposal of hazardous wastes.

Hazardous Materials Management Plans

In January 1996, Cal/EPA adopted regulations implementing a "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program" (Unified Program). The six program elements of the Unified Program are hazardous waste generators and hazardous waste on-site treatment, underground storage tanks, above-ground storage tanks, hazardous materials release response plans and inventories, risk management and prevention program, and California Fire Code hazardous materials management plans and inventories. The program is implemented at the local level by a local agency-the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction. For the County of Riverside, CUPA jurisdiction is under the Department of Environmental Health Services. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on site, to prepare an emergency response plan, and to train employees to use the materials safely. Thus, if any uses proposed as part of the Project would handle, store or use sufficient quantities of hazardous substances on-site that require regulations, they are required to comply with this law.

California Accidental Release Prevention Program (CalARP)

The CalARP program (CCR Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than 500 pounds, 55 gallons, or 200 cubic feet of gas of specific regulated substances at their facilities. The CalARP program regulations became effective on January 1, 1997 and include the provisions of the Federal Accidental Release Prevention program (Title 40, CRF Part 68) with certain additions specific to the state pursuant to Article 2, Chapter 6.95, of the Health and Safety Code.

The list of regulated substances is found in Article 8, Section 2770.5 of the CalARP program regulations and include common cleaning products. However, as the minimum quantity that is regulated is 500 pounds or 55 gallons, it is unlikely that proposed residential, commercial or business park will use such quantities.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle. For example, manufacturers are to appropriately label containers, Material Safety Data Sheets are to be available in the workplace, and companies are to properly train employees.

Hazardous Materials Transportation

The CHP and Caltrans are the enforcement agencies for hazardous materials transportation regulations. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations. The Office of Emergency Services (OES) also provides emergency response services involving hazardous materials incidents.

Investigation and Cleanup of Contaminated Sites

The oversight of hazardous materials release site often involves several different agencies that may have overlapping authority and jurisdiction. The DTSC, local CUPA and RWQCB are the three primary agencies responsible for issues pertaining to hazardous materials release sites. Air quality issues related to remediation and construction at contaminated sites are also subject to federal and state laws and regulations that are administered at the local level.

Investigation and remediation activities that would involve potential disturbance or release of hazardous materials must comply with applicable federal, state, and local hazardous materials laws and regulations. DTSC has developed standards for the investigation of sites where

hazardous materials contamination has been identified or could exist based on current or past uses.

4.6.2.2.c Local

Ordinance No. 17-232, Development Impact Fees

The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF). DIF shall be paid at the time a certificate of occupancy for residential development and prior to the issuance of a building permit for non-residential uses. DIF is used to pay for fire protection and emergency response services.

It should be noted that payment of DIF is required and is not considered unique mitigation under CEQA. Please reference **Standard Condition SC-PS-1**.

City of Menifee Fire Code (City of Menifee Municipal Code Chapter 8.20)

According to Chapter 8.20 of the Municipal Code, all of the provisions and appendices of the 2016 California Fire Code, inclusive of all of the inclusions and exclusions set for in each chapter's matrix, are hereby adopted and shall apply to the City of Menifee. In addition, the following provisions that are excluded in the 2016 California Fire Code are hereby adopted - Chapter 1, Division II of the California Fire Code is hereby adopted, except that Section 103.2 and 108.3 are not adopted, and Chapters 3, 25, and Sections 403.12, 503, 510.2, and 1103.2 are adopted. It should be noted that adherence to Chapter 8.20 of the Municipal Code is required and is not considered unique mitigation under CEQA.

An additional performance objective with respect to fire services is the provision of adequate fire flow to provide water pressures great enough to serve the given type of construction. Without adequate fire hydrant spacing and fire flow, structures could be at undue risk and performance objectives are not met. **Standard Condition SC-PS-2** (Municipal Code Section 8.20 (Fire Code), which requires adequate hydrants (spacing), fire flows (volume of flow per minute) and sprinklers for new structures.

Fire Regulations

Fire codes are important to all building construction. The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department. The hills east of the Project site (easterly of the Ramona Egg Ranch, across Briggs Road) are designated very high fire hazard severity. According to the General Plan, the California Department of Forestry and Fire Protection (Cal Fire) has recommended that the urban, low-lying areas in Menifee be classified as having a Moderate Fire Hazard.

The City contracts fire services with the Riverside County Fire Department (RCFD). These services are included as part of the City's annual operating budget.

There are four Riverside County Fire Department (RCFD) fire stations in the City and one additional station about 0.5 miles west of the City boundary. The following stations are located within City limits:

- Quail Valley Station #5, 28971 Goetz Road
- Sun City Station #7, 27860 Bradley Road
- Menifee Station #68, 26020 Wickerd Road
- Menifee Lakes Station #76, 29950 Menifee Road

The Canyon Lake Station, Station #60, is at 28730 Vacation Drive in the City of Canyon Lake about 0.5 miles west of the Menifee City boundary. The closest fire station to the Project site, and the station that will serve the Project (according to email correspondence with Adria Reinertson at CALFIRE), is the Homeland Station # 54, which is located approximately 1.58 miles easterly of the Project site on Sultanas Road, outside of the City limits. The station is staffed by a 3-man Type 1 Engine.

The City of Menifee and the Riverside County Fire Department have adopted the California Building Standards Code, which includes the most-current version of the California Fire Code and the California Building Code (CBC). The Riverside County Fire Department Chief is authorized and directed to enforce the provisions of the California Fire Code throughout the City of Menifee. The California Fire Code contains standards for access to a site, building design, water supply, storage of hazardous materials and brush clearance. The California Building Code prescribes performance characteristics and materials to be used to achieve acceptable levels of fire protection based on building use and occupancy. The construction requirements are a function of building size, purpose, type, materials, location, proximity to other structures, and the type of fire suppression systems installed.

For purposes of this DEIR, whatever fire or building code is current and adopted by the City and County Fire at the time of Project development for the particular issue/regulation being referenced in the DEIR shall be the applicable code.

Applicable City of Menifee General Plan Goals and Policies

- **Goal LU-4:** Ensure development is consistent with the Riverside County Airport Land Use Compatibility Plan.
  - **Policy LU-4.1:** Ensure that land use decisions within the March Air Reserve Base and Perris Valley Airport areas of influence are consistent with applicable Airport Land Use Compatibility Plans. Comply with State law regarding projects subject to review by the Riverside County Airport Land Use Commission.
  - **Policy LU-4.2:** Ensure that development proposals within the March Air Reserve Base and Perris Valley Airport areas of influence fully comply with the permit procedures specified in Federal and State law, with the referral requirements of the Airport Land Use Commission (ALUC), and with the conditions of approval imposed or recommended by the Federal Aviation Administration and ALUC, such as land use compatibility criteria, including density, intensity, and coverage standards. This requirement is in addition to all

other City development review requirements.

- **Goal S-4:** A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.
  - **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.
  - **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.
  - **Policy S-4.3** Use technology to identify flood-prone areas and to notify residents and motorists of impending flood hazards and evacuation procedures.
  - **Policy S-4.4** Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.
- **Goal S-5:** A community that has reduced the potential for hazardous materials contamination.
  - **Policy S-5.1** Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.
  - **Policy S-5.2** Ensure that the Fire Department can continue to respond safely and effectively to a hazardous materials incident in the city, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the city.
  - **Policy S-5.5** Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal.
- **Goal S-6:** A city that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.
  - **Policy S-6.1:** Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the city- and county-specific emergency management resources available.
  - **Policy S-6.2:** Ensure to the fullest possible extent that, in the event of a major disaster, critical, dependent care and high-occupancy facilities remain functional.
  - **Policy S-6.3:** Work with the Riverside County Airport Land Use Commission to strengthen the city's disaster preparedness, response, and recovery program in accordance with the Airport Land Use Plans for March Air Reserve Base and Perris Valley Airport.
  - **Policy S-6.4:** Locate new essential or critical facilities away from areas susceptible to impacts or damage from a natural disaster.
  - **Policy S-6.5:** Promote strengthening of planned and existing critical facilities and lifelines, the retrofit and rehabilitation of existing weak structures, and the relocation of certain critical facilities as necessary to adequately meet the needs of Menifee's residents and workforce.

Applicable County of Riverside General Plan Policies

- **Policy S-5.14** Periodically review inter-jurisdictional fire response agreements, and

improve firefighting resources as recommended in the Riverside County Fire Department Fire Protection Plan and EMS Strategic Master Plan to keep pace with development, including construction of additional high-rises, mid-rise business parks, increasing numbers of facilities housing immobile populations, and the risk posed by multiple ignitions, to ensure that (AI 4, AI 88):

- Fire reporting and response times do not exceed those listed in the Riverside County Fire Department Fire Protection Plan and EMS Strategic Master Plan identified for each of the development densities described;
- Fire reporting and response times do not exceed the goals listed in the Fire flow requirements (water for fire protection) are consistent with Riverside County Ordinance 787; and
- The planned deployment and height of aerial ladders and other specialized equipment and apparatus are sufficient for the intensity of development desired.

- **Policy S-7.2** Encourage the utilization of multilingual staff personnel to assist in evacuation and short-term recovery activities, and meeting general community needs. (AI 97)
- **Policy S-7.3** Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to:
  - Install automatic fire and hazardous materials detection, reporting and shut-off devices; and
  - Install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.
- **Policy S-7.4** Use incentives and disincentives to persuade private businesses, consortiums, and neighborhoods to be self-sufficient in an emergency by:
  - Maintaining a fire control plan, including an on-site firefighting capability and volunteer fire response teams to respond to and extinguish small fires; and
  - Identifying medical personnel or local residents who are capable and certified in first aid and CPR.
- **Policy S-7.6** Improve management and emergency dissemination of information using portable computers with geographic information systems and disaster-resistant Internet access, to obtain:
  - Hazardous Materials Disclosure Program Business Plans regarding the location and type of hazardous materials;
  - Real-time information on seismic, geologic, or flood hazards; and
  - The locations of high-occupancy, immobile populations, potentially hazardous building structures, utilities and other lifelines.

4.6.3 Thresholds of Significance

As discussed in Subsection 4.6.1, above, the Project impacts to two (2) criteria pertaining to hazards and hazardous materials will be analyzed. According to the IS, the Project would have a significant impact if it would:

e. Result in a safety hazard or excessive noise for people residing or working in the Project area (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).
g. 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.

The questions posed in the City's IS, and as modified by the revised CEQA guidelines, are included for each topical section to guide the impact analysis and the above significance criteria represent a summary of the thresholds raised in the IS. The potential hazards and hazardous materials changes in the environment are addressed in response to the above thresholds in the following analysis.

4.6.4 Potential Impacts

THRESHOLD e: Would the Project result in a safety hazard or excessive noise for people residing or working in the Project area (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)?

Less Than Significant Impact with Mitigation Incorporated

The Project site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. According to the March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan, Zone E (Other Airport Environs) has low noise impacts (this area is beyond the 55-CNEL noise contour), and risk of accidents is low. There are also no restrictions for dwelling units per acre in this Zone and no hazards to flight. The runway for March Air Reserve Base/Inland Port Airport is located approximately 9.56 miles to the north-northwest of the Project site.

The Project is required to be reviewed by the Riverside County Airport Land Use Commission (ALUC) before being considered for approval by the City. If ALUC determines that a development plan is inconsistent with the Airport Land Use Plan, ALUC requires the local agency to reconsider its approval regarding land use compatibility. The local agency may overrule the ALUC by a two-thirds vote of its governing board if it makes specific findings that the proposed action is consistent with Section 21670 of the California Public Utilities Code (California Aeronautics Act).

As shown on Figure 5.8-4, Airport Compatibility Zones, Perris Valley Airport, of the *GPEIR*, the Project site is not located within any Compatibility Zones of the Perris Valley Airport. The runway is located approximately 3.28 miles to the northwest of the Project site. No impacts are anticipated.

An application was submitted to ALUC for Specific Plan Amendment (SPA2010-090). The Project was assigned File No. ZAP1377MA19. The ALUC Director found the Project to be consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) on July 25, 2019 (reference *ALUC Letter*, **Appendix R**).

The *ALUC Letter* stated the following:

"Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No.15-01 (as adopted on August 13, 2015), staff reviewed City of Menifee Case No. 2010-090 (Specific Plan Amendment), a proposal to amend the land use designations within a portion of Specific Plan No. 260 (SP260 A3) Menifee North Specific Plan located in the City of Menifee, specifically the portion located northerly of State Highway Route 74, westerly of Menifee Road, and easterly of Palomar Road. (The Specific Plan was initially approved by the County of Riverside prior to incorporation of the City of Menifee, and a portion of the Specific Plan lies outside City limits.) The area proposed for amendment constitutes Planning Areas 11 through 14, which are currently proposed to provide 28.3 acres of Business Park uses (Planning Areas 11 and 12), 14.6 acres of Commercial/Business Park uses (Planning Area 13), and 11.7 acres of Commercial uses (Planning Area 14). (In addition, there is a 9.12- acre Southern California Edison ["SCE"] transmission line easement). The proposed amendment would provide for 22.03 acres of Commercial uses, 24.43 acres of Very High Density Residential uses, and 7.66 acres that could be developed with either Commercial or Very High Density Residential uses, excluding land within the SCE easement).

Planning Areas 11 through 14 would be reconfigured as Planning Areas l IA, l lB, 12A, 12B, 13A, 13B, and 14. Junipero Road would separate Planning Areas 1lA from 11B, 12A from 12B, and 13A from 13B. (Technically, the SCE easement would be included within Planning Areas 11B, 12B, and 13B, although that area would not be available for development of residential or commercial uses.) Planning Areas 11A and 11B would be designated for Very High Density Residential uses, and Planning Areas 13A and 13B would be designated for Commercial uses. Planning Areas 12A and 12B would be designated to allow for either Commercial or Very High Density Residential land uses. The overall dwelling unit count for the portion of the Specific Plan within the City of Menifee would be capped at 1,506 dwelling units on 202.6 acres, with a density of 7.4 dwelling units per acre within the Planning Areas allowing for residential development. As amended, the portions of the Specific Plan within the City of Menifee would provide 126.39 acres of Commercial area (if Planning Areas l 2A and 12B are utilized for commercial development) (an increase of 18 acres], 36 acres of Commercial/Business Park area (a decrease of 14.6 acres), 197.5 acres of industrial area, 8.7 acres of Schools area, and 24.5 acres of Community Park area.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/lnland Port Airport Influence Area, residential density and non-residential intensity are not restricted.

As ALUC Director, I hereby find the above-referenced project CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP"), provided that the City of Menifee incorporates in the text of the amended Specific Plan an acknowledgement that the Specific Plan is located within Compatibility

Zone E of the March Air Reserve Base/Inland Port Airport Influence Area and that subsequent underlying entitlements will be reviewed in light of the then-applicable Airport Land Use Compatibility Plan.

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed Specific Plan Amendment. As the site is located within Compatibility Zone E, both the existing and proposed Specific Plan land use designations are consistent with the March ALUCP.

One requirement was contained in the *ALUC Letter*. This will be included as **Mitigation Measure MM-HAZ-2** and will be incorporated so that the Specific Plan is located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area and that subsequent underlying entitlements will be reviewed in light of the then-applicable Airport Land Use Compatibility Plan. This will ensure that any safety hazards for people residing or working in the Project area from the Project (being located proximity the March Air Reserve Base/Inland Port Airport) will be reduced to a less than significant level.

THRESHOLD g: Would the Project 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?

Less Than Significant Impact

The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department. According to the General Plan, the California Department of Forestry and Fire Protection (Cal Fire) has recommended that the urban, low-lying areas in Menifee be classified as having a Moderate Fire Hazard.

The topography of the Project site is relatively flat with natural gradients less than 2% to the south-southwest toward SR 74. The site elevation is approximately 1,468 – 1484 feet above mean sea level. According to **Figure 4.6-1, *Surrounding Topography***, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slope is located approximately one (1) mile to north of the Project site.

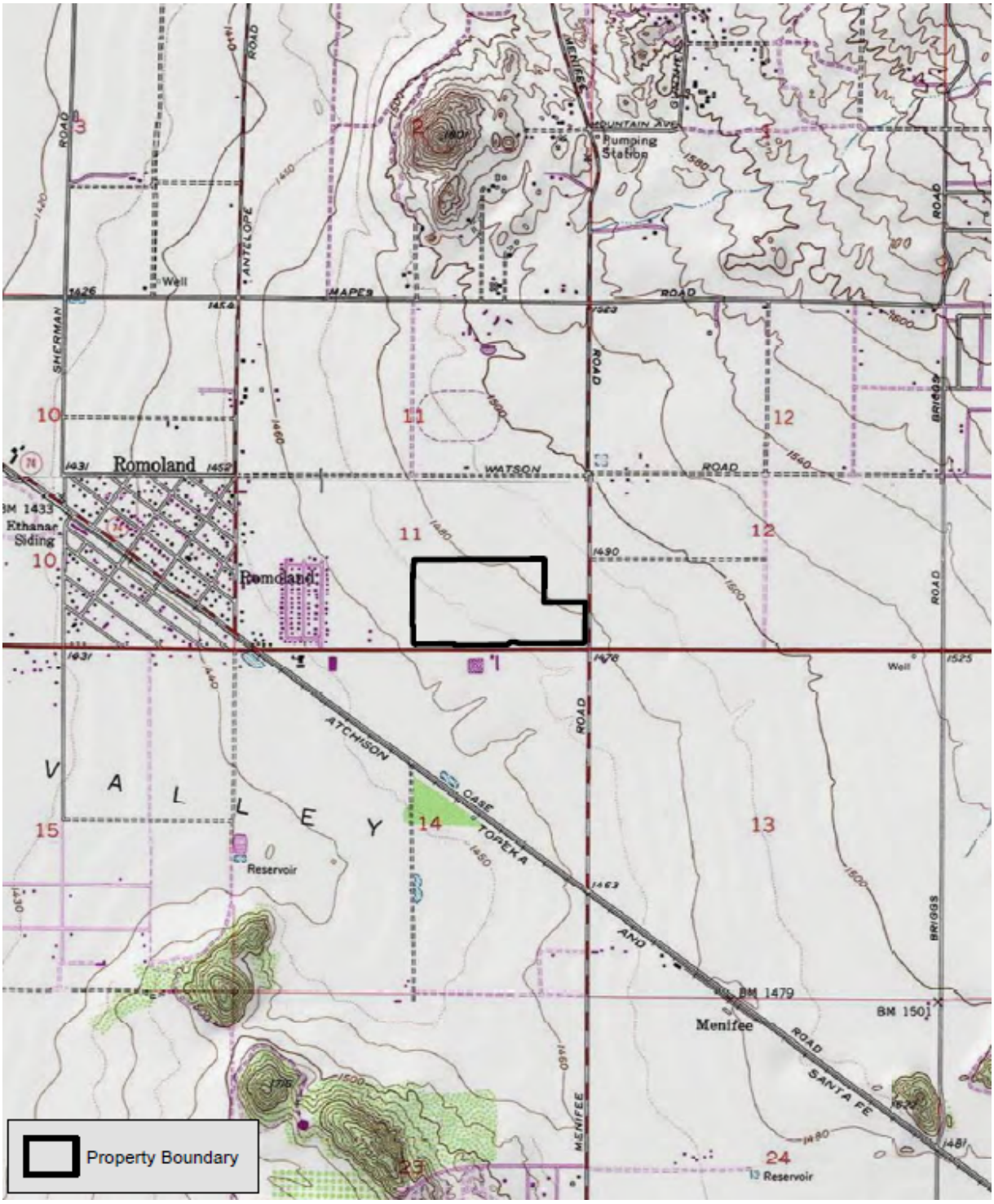
The Project will take access from existing roadways SR-74, Palomar Road and Junipero Road, and roadways that will be improved as part of the Project. These roadways will connect into part of an adopted emergency response plan/emergency evacuation plan, as implemented by the City of Menifee and County of Riverside.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). Reference **Standard Condition SC-TR-1**.

The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project. Therefore, implementation of the Project will not substantially impair an adopted emergency response plan or emergency evacuation plan during construction or operations.

Based on this information, the Project would not 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. Any impacts will be less than significant.

Figure 4.6-1
Surrounding Topography



Source: MSHCP Compliance Document (**Appendix C**)

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4.6.5 Standard Conditions and Mitigation Measures

Standard Condition(s)

The following standard conditions were identified in the IS and are carried over to the DEIR:

SC-TR-1 **Prior to any Project construction, the Project Applicant shall develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.**

SC-HYD-1 **During all phases of construction, the Project 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 review and approve Best Management Practices (BMPs) contained in the Project applicants submitted Stormwater Pollution Prevention Plan (SWPPP) to be implemented to reduce the discharge of pollutants during construction. The Project applicant's SWPPP shall identify erosion control BMPs to minimize pollutant discharges during construction activities. These identified BMPs will include stabilized construction entrances, sand bagging, designated concrete washout, tire wash racks, silt fencing, and curb cut/inlet protection.**

SC-HYD-2 **The Project proponent shall submit a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing 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.**

The following standard conditions were identified in order to reduce impacts that are related to wildland fires to a less than significant level:

SC-PS-1 **Development Impact Fee (DIF)/Fire Protection and Emergency Response Services. The Project applicant shall pay Development impact fees at the time a certificate of occupancy is issued for the residential portion of the Development Project. Fees for the non-residential portions of the Project shall be paid at issuance of a building permit.**

SC-PS-2 **Municipal Code Section 8.20 (Fire Code). The Project shall comply with applicable version of Chapter 8.20 of the Municipal Code at the time of permit issuance.**

Mitigation Measure(s)

The following mitigation measures are provided to reduce potential adverse hazards and hazardous material impacts:

MM-HAZ-1 Pesticide Presence. Prior to any ground disturbance activities, the Project applicant shall submit a workplan to DTSC for review and approval. Any ground disturbing activities shall be monitored by a qualified contractor. If any pesticide residue is discovered at the site during any land disturbance activities, a qualified contractor shall be contacted to remove such materials. Any work conducted shall be in compliance with guideline set by an oversight agency such as the County Department of Environmental Health Services (DEH) or the Department of Toxic Substances Control (DTSC), prior to grading permit final.

MM-HAZ-2 Within 30 days of final approval of the Specific Plan Amendment, the Project Applicant shall incorporate the following language into the Specific Plan Amendment and it shall be submitted to the Planning Department for approval: "The Specific Plan is located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area subsequent underlying entitlements will be reviewed in light of the then-applicable Airport Land Use Compatibility Plan effective at the time the underlying entitlements are filed."

4.6.6 Cumulative Impacts

The hazardous materials study area considered for cumulative impacts consists of (1) the area that could be affected by proposed activities, such as the release of hazardous materials, and (2) the areas affected by other projects whose activities could directly or indirectly affect the presence or fate of hazardous materials on site. In general, only the project site and areas adjacent to the project site are considered for cumulative impacts due to the limited potential impact area associated with release of hazardous materials into the environment.

As stated in the IS, Project construction would involve the routine use of hazardous materials, including fuels, paints, and solvents. However, the amount of these materials during construction would be limited and regulated. Therefore, they would not be considered a significant environmental hazard. Implementation of BMPs would further reduce any impacts associated with hazardous materials during Project construction. This is reflected in the **Standard Condition SC-HYD-1**, which requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP). No cumulative impacts will occur.

Project operational activities would involve the use of storage of household hazardous materials typical of residences. These uses would not present a significant hazard to the residents of the community or to the environment with regulatory compliance procedures in place. This is also reflected in the **Standard Condition SC-HYD-2**, which requires the preparation of a Water Quality

Management Plan (WQMP). No cumulative impacts will occur.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (e.g., sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to mitigate any construction circulation impacts. The TCP is included as **Standard Condition SC-TR-1** and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project.

There are no existing schools located within one-quarter mile of the Project site. No elementary or middle school is proposed within one-quarter mile of the Project site. The Project is located within the Heritage High School boundary (26001 Briggs Road), which is located approximately 0.78 miles east of the Project site. Based on this information, the Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and will not result in any cumulative impacts.

The proposed Project is not located on a site listed on the state Cortese List, which is a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses. No cumulative impacts will occur.

The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department. According to the General Plan, the California Department of Forestry and Fire Protection (Cal Fire) has recommended that the urban, low-lying areas in Menifee be classified as having a Moderate Fire Hazard.

The Project will not 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 (see **Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**). No cumulative impacts will occur.

The *Phase I ESA* conducted for the Project site did not revealed evidence of a recognized environmental conditions or concerns in connection with the Project site. However, according to the *Phase I ESA*, the Project site was utilized for agricultural purposes from at least 1938 until at least 1967. Environmentally persistent pesticides commonly applied prior to the 1980s can linger in the soil for many years. It is not known if environmentally persistent pesticides were applied at the Project site. Based upon the length of time that has elapsed since agricultural usage has occurred; it is unlikely the potential former usage of pesticides has significantly impaired the Project site or would require remedial actions. However, in an abundance of caution, **Mitigation Measure MM-HAZ-1** shall be incorporated. **MM-HAZ-1** requires submitting a workplan to the Department of Toxic Substances Control and monitoring during ground disturbance activities and remediation if pesticides are present. With incorporation of **Mitigation Measure MM-HAZ-1**, any Project impacts related to prior use of pesticides on the Project site will be reduced to a less than significant level. No cumulative impacts will occur.

The Project site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The runway for March Air Reserve Base/Inland Port Airport is located approximately 9.56 miles to the north-northwest of the Project site. **Mitigation Measure MM-HAZ-2** will be incorporated so that the Specific Plan is identified as being located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area and that subsequent underlying entitlements will be reviewed in light of the then-applicable Airport Land Use Compatibility Plan. This will ensure that any safety hazards for people residing or working in the Project area from the Project (being located proximity the March Air Reserve Base/Inland Port Airport) will be reduced to a less than significant level. No cumulative impacts will occur.

Based on adherence to **Standard Conditions SC-HYD-1**, **SC-HYD-2**, **SC-TR-1**, **SC-PS-1**, **SC-PS-2** and incorporation of **Mitigation Measures MM-HAZ-1** and **MM-HAZ-2** the proposed Project will not result in adverse cumulative hazard and hazardous materials impacts that rise to a cumulatively considerable level.

4.6.7 Unavoidable Significant Adverse Impacts

The Project will change the land use on the Project site and create a potential for certain adverse impacts regarding hazards and hazardous material issues both during construction and occupancy. There will be some adverse impacts as a result of implementing the Project. However, adherence to **Standard Conditions SC-HYD-1**, **SC-HYD-2**, **SC-TR-1**, **SC-PS-1**, **SC-PS-2** and incorporation of **Mitigation Measures MM-HAZ-1** and **MM-HAZ-2** reduces these potential Project specific and cumulative (direct and indirect) effects to a less than significant impact level for hazards and hazardous material issues. Thus, the Project is not forecast to cause any unavoidable significant adverse hazards or hazardous material impacts. The Project hazard and hazardous material impacts are less than significant.

4.7 HYDROLOGY AND WATER QUALITY

4.7.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of hydrology and water quality from implementation of the Project. The Hydrology and Water Quality Section, of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
b. Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?
c.i. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?
c.ii. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?
c.iii. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
c.iv. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?
d. Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?
e. Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Based on the analysis in the IS it was determined that the question pertaining to issue area b., related to hydrology and water quality (in the questions asked above), **would not** require any further analysis in the Draft Environmental Impact Report (DEIR). As it pertains to this question, the IS identified "less than significant impact" as a result of implementation of the Project.

Based on the analysis in the IS, the remaining seven (7) issue areas, a., c.i. through c.iv., d., and e., related to hydrology and water quality in the questions asked above, **would** be further analyzed in the DEIR.

Standard Conditions SC-HYD-1 through **SC-HYD-5** and **SC-USS-1** shall be carried over to this DEIR.

No mitigation measures were presented in the IS that shall be carried over to this DEIR.

In addition to the IS, the following sources were used in the evaluation presented in this Subchapter:

- *Geotechnical Update Investigation – Proposed "Palomar Crossings" ±66.92-Acre Mixed Use Commercial/Retail and Residential Development, Northeast Corner of State Highway 74 and Palomar Road, City of Menifee, Riverside County, California*, prepared by South Shore Testing & Environmental, March 8, 2018 (*Geo Investigation*, **Appendix E**)
- *Phase I Environmental Site Assessment of an Undeveloped Property Northeast Corner of Highway 74 and Palomar Road, Menifee, California 92585*, prepared by South Shore Testing and Environmental, March 12, 2018 (*Phase I, ESA*; **Appendix F1**)
- *Addendum to Phase I Environmental Site Assessment*, prepared by South Shore Testing and Environmental, September 6, 2018 (Addendum to Phase I, ESA **Appendix F2**)
- *Preliminary Drainage Report for Palomar Crossing Specific Plan Amendment, Menifee, CA,* prepared by United Engineering Group – California, April 2018 (*Drainage Study*, **Appendix G**)
- *Menifee North Specific Plan 260, Amendment #2,* prepared by T&B Planning Consultants, Inc., June 29, 2007 (*SP 260, Amd # 2*, **Appendix Q**)
- *Water Supply Assessment Report, Palomar Crossings,* issued by Eastern Municipal Water District (EMWD), April 17, 2019 (*WSA*, **Appendix O**)
- City of Menifee Municipal Code, Chapter 4.2, *Floodplain Management for Noncoastal Communities*, and Chapter 15.01, *Storm Water/Urban Runoff*
  http://library.amlegal.com/nxt/gateway.dll/California/menifee_ca/cityofmenifeecaliforniacodeofordinances?f=templates$fn=default.htm$3.0$vid=amlegal:menifee_ca
- Ordinance No. 458 (An Ordinance of the County of Riverside Regulating Special Flood Hazard Areas and Implementing the National Flood Insurance Program, adopted by the City of Menifee)
  http://library.amlegal.com/nxt/gateway.dll/California/menifee_ca/cityofmenifeecaliforniacodeofordinances?f=templates$fn=default.htm$3.0$vid=amlegal:menifee_ca
- City of Menifee General Plan, Safety Element, Exhibit S-5 *Flood Hazards*
  https://cityofmenifee.us/221/General-Plan
- City of Menifee, *General Plan Draft Environmental Impact Report* (*GPDEIR*), Chapter 5.9, *Hydrology and Water Quality*
  https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report
- Metropolitan Water District, *2015 Urban Water Management Plan* (*MWD 2015 UWMP*), June 2016
  http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf
- Eastern Municipal Water District, *2015 Urban Water Management Plan* (*EMWD 2015 UWMP*), June 2016
  https://www.emwd.org/post/urban-water-management-plan
- State Water Resources Control Board website:
  https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml)
  https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml.
- *Map My County, (***Appendix A**).

Comment Letters Received on the Notice of Preparation (NOP)

No comments regarding hydrology and water quality were received in response to the Notice of Preparation or at the Scoping Meeting held on March 11, 2019.

Therefore, the above issues a., c.i. through c.iv., d., and e. are the focus of the following evaluation of hydrology and water quality.

The following discussions are abstracted from the above referenced technical studies, which is provided in Volume 2 of the DEIR, the Technical Appendices.

4.7.2 Environmental Setting

4.7.2.1 Drainage

The Project site is located in the Santa Ana River watershed. The Project site is currently vacant and undeveloped. Topographically, the Project site is in an area of relatively flat terrain with natural gradients less than 2% to the south-southwest. Drainage on the Project site is accomplished by sheet flow toward the south-southwest toward SR-74. Vegetation on the Project site generally consisted of a dried growth of annual weeds and several large trees on the southeast corner of the site, which was the site of a former single-family residence. Total relief of the site is approximately 20-ft. with a high elevation of approximately 1485-feet above mean sea level (msl) towards the northeast corner of the Project parcels and a low elevation of approximately 1465-feet (msl) towards the southwest corner of the Project site. An exhibit of the regional drainage flows relative to the Project site is included as **Figure 4.7-1, *Project Site - Receiving Waters Map*.**

According to **Figure 4.7-2a**, ***FEMA FIRM Map Panel 2060***, and **Figure 4.7-2b**, ***Area Revised by Letter of Map Revision (LOMR)***, a portion of the southeasterly corner of the Project site (por. APN 329-090-026) is located in "Zone A" (Special flood hazard areas subject to inundation by the 1% annual chance flood).

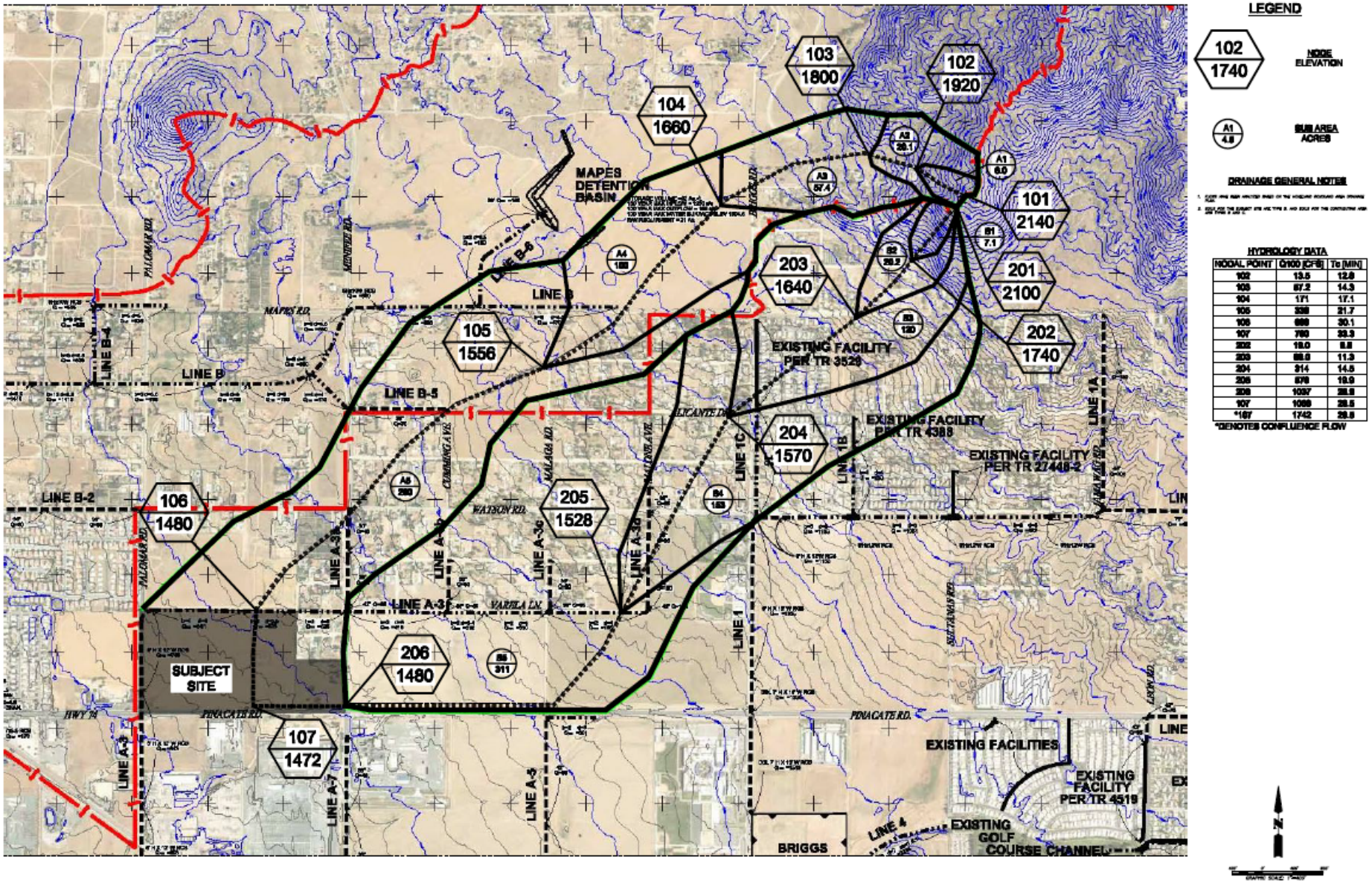
4.7.2.2 Groundwater Resources and Quality

The Project site is located in the Menifee Hydrologic Subarea (HSA) within the Perris Hydrologic Area of the San Jacinto Valley Hydrolic Unit. The *Geo Evaluation*, located in **Appendix E** of this DEIR, noted that groundwater at the site is more than 51.5 feet below ground surface (bgs), and that regional groundwater is at least 100' bgs.

Eastern Municipal Water District (EMWD) has delineated groundwater resources in the San Jacinto watershed. EMWD extracts groundwater from multiple management zones, which have been divided into eight separate groundwater sub-basins, or groundwater management zones (GMZ's). These zones are covered by one of two groundwater management plans. The Hemet/San Jacinto Management Plan Area overlies all or portions of four management zones - the San Jacinto Canyon, San Jacinto Upper Pressure, Hemet South, and the Hemet North portion of the Lakeview/Hemet North. The West San Jacinto Groundwater Basin Management Plan Area overlies all or portions of six management zones - the Perris North, Perris South, San Jacinto Lower Pressure, Menifee, a portion of Hemet South, and the Lakeview portion of the Lakeview/Hemet North.

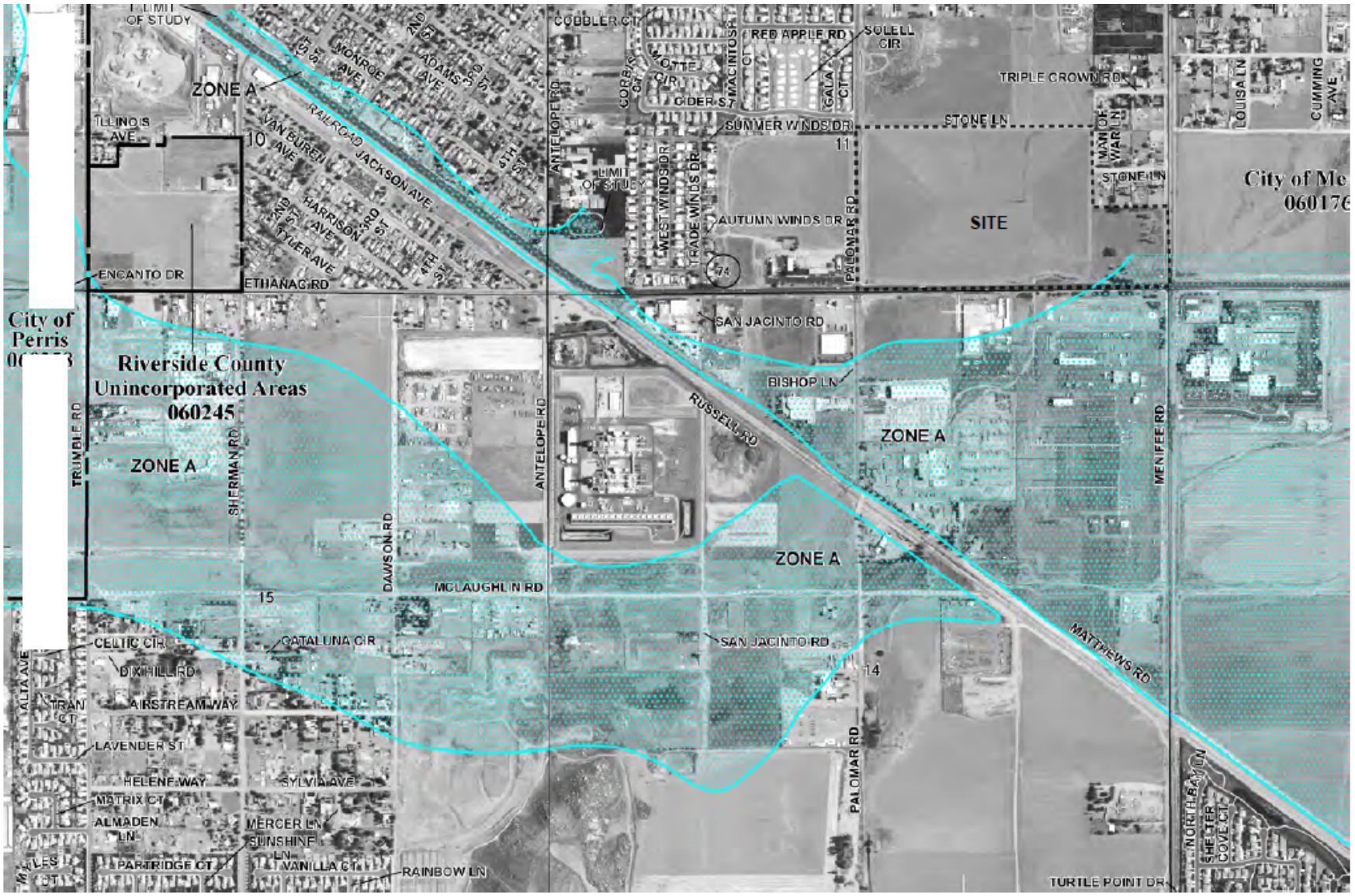
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Figure 4.7-1
Project Site - Receiving Waters Map



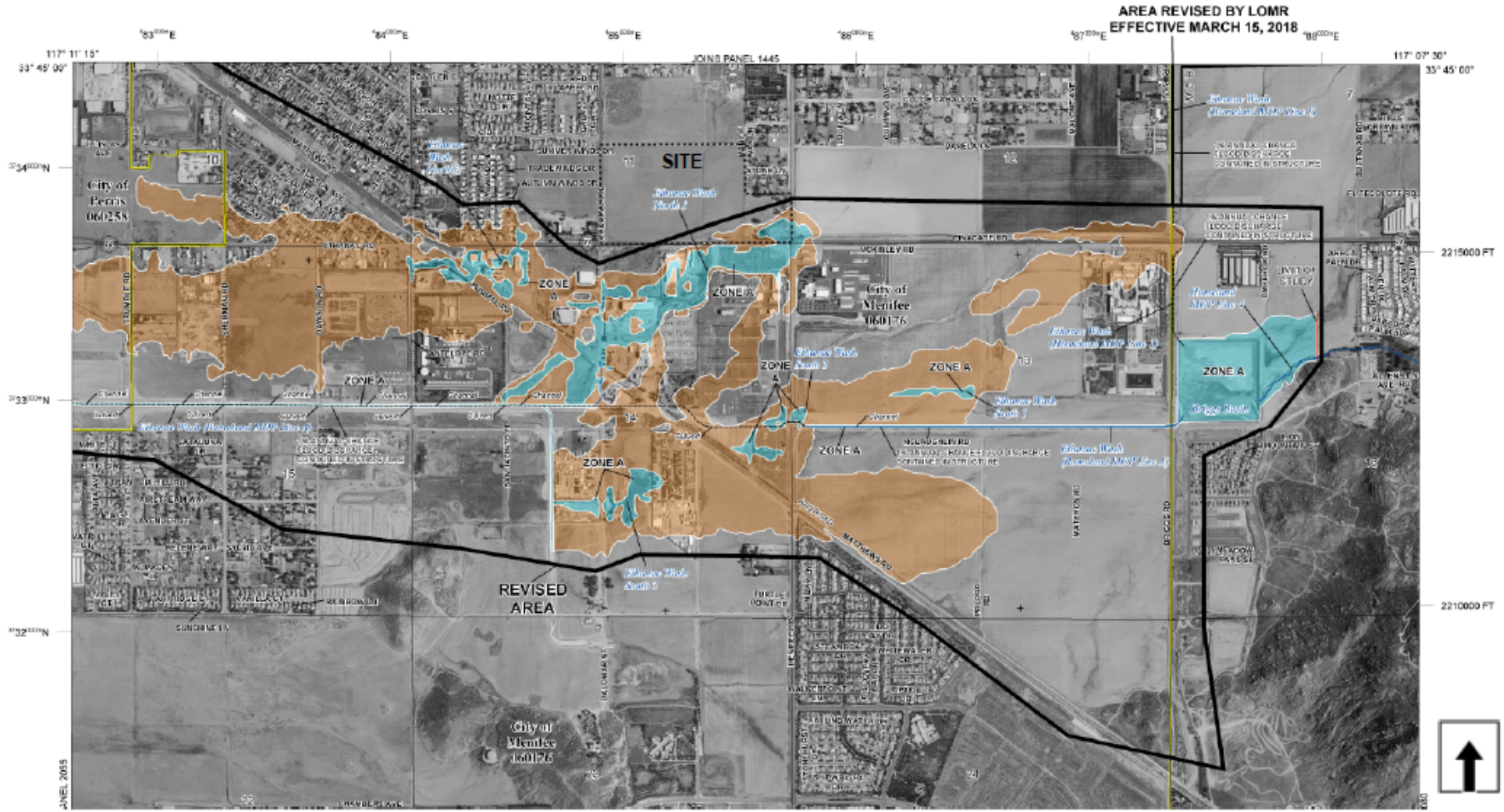
Source: Drainage Study (**Appendix** G)

Figure 4.7-2a
FEMA FIRM Map Panel 2060



Source: United Engineering Group - Project Engineers March 2018

Figure 4.7-2b
Area Revised by Letter of Map Revision (LOMR)



Source: United Engineering Group - Project Engineers March 2018

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4.7.2.3 Water Quality

Water quality in this region is regulated under the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB). Surface water quality may be impacted by both point source and non-point source discharges of pollutants. Point source discharges are regulated through National Pollution Discharge Elimination System (NPDES) permitting. Non-point source pollution is now considered to be the leading cause of water quality impairments in the state, as well as the entire nation. Non-point source pollution is not as readily quantifiable as pollution that is derived from point sources, since it occurs through numerous diffuse source locations. Rainwater, snowmelt, or irrigation water can pick up and transport pollutants as it moves across land or paved surfaces, and these pollutants may ultimately be discharged into streams, lakes, the ocean, and groundwater. Urban areas and agriculture are both considered to substantially contribute to nonpoint source pollution in surface waters; pollutants associated with agricultural areas include fertilizers, pesticides, fecal coliform, salts, and sediments. Pollutants associated with urban areas include pathogens, organic compounds, sediment, oil and grease, metals, trash and debris, and nutrients.

The water quality of receiving waters downstream of the Project site varies due to historic development within the San Jacinto Subbasin of the Santa Ana River Watershed. **Table 4.7-1, *Receiving Waters for Urban Runoff from Site***, provides a list of the designated beneficial uses and any known pollutants (impairments) in these downstream waters. The two (2) downstream surface water locations are: Canyon Lake (Santa Jacinto River – Reach 2) and Lake Elsinore. Since Canyon Lake and Lake Elsinore are the first water bodies with listed impairments to receive flows from the Project site, the primary surface water quality pollutants of concern are nutrients and pathogens (bacteria and viruses).

Table 4.7-1
Receiving Waters for Urban Runoff from Site

Receiving Waters	EPA Approved 303(d) List Impairments	Designated Beneficial Use	Proximity to RARE Beneficial Use Designated Receiving Waters
(Santa Jacinto River – Reach 2)	Nutrients, Pathogens.	MUN; AGR; REC1; REC2; WARM; WILD	None
Lake Elsinore	Nutrients, Organic enrichment/low dissolved oxygen, Polychlorinated biphenyls (PCBs), Sediment Toxicity and unknown toxicity.	REC1; REC2; WARM; WILD	None

Source: State Water Resources Control Board website

As listed in **Table 4.7-1**, beneficial uses include the following:

Beneficial uses of water are defined in the Basin Plan as the uses necessary for the survival or well-being of humans, plants, and wildlife. The existing beneficial uses for Canyon Lake (Santa Jacinto River – Reach 2) and Lake Elsinore, as designated by the RWQCB in the Basin Plan, include the following:

- Water Contact Recreation (REC1) – Uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, or use of natural hot springs.
- Non-Contact Water Recreation (REC2) – Uses of water for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.
- Warm Freshwater Habitat (WARM) – Includes uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish or wildlife, including invertebrates.
- Wildlife Habitat (WILD) – Uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.
- Municipal and Domestic Supply (MUN) – Includes uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.
- Agricultural Supply (AGR) - Includes uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.

Without Project standard conditions (discussed later in this Subchapter), varying amounts of bacteria, nutrients, pesticides, sediments, as well as urban pollutants, such as motor oil, antifreeze, gasoline, detergents, trash, domestic animal waste and fertilizers, can degrade storm water flows**. Table 4.7-2, *Pollutant of Concern Summary***, lists the pollutant category, potential for pollutant for Project (and/or existing site), and causing receiving water impairment.

Table 4.7-2
Pollutant of Concern Summary

Pollutant Category	Potential for Project and/or Existing Site	Causing Receiving Water Impairment
Bacterial Indicators	Potential	Potential Pathogens (CVSD)
Heavy Metals	Potential (Commercial)	Potential Arsenic (Salton)
Nutrients	Potential	Potential (Salton)
Toxic Organic Compounds	Potential (Commercial)	Potential DDT (Salton)
Sediment/Turbidity	Potential	
Trash & Debris	Potential	
Oil & Grease	Potential	
Other		Potential Chlorpyfiros (Salton)
Other		Potential Enterococcus (Salton)

Source: State Water Resources Control Board website

The Project requires the preparation of a SWPPP for control of pollutants during construction and a Water Quality Management Plan (WQMP) for control of pollutants during occupancy of the Project site. The SWPPP shall be prepared and implemented for each phase of the project in compliance with the requirements of the Construction General Permit. The City has adopted BMPs designed to control discharges of pollution during construction and occupancy that could cause a significant adverse impact to surface water quality. The SWPPP and WQMP must address the hydrologic conditions of concern by maintaining pre-development flows once the

Project is developed and treatment of the surface runoff from the site before discharge to the Canyon Lake/Salt Creek. The protection of water quality and future runoff volumes will be accomplished by reducing, to the extent feasible, the amount of impervious surface and through on-site retention. **Standard Conditions SC-HYD-1** through **SC-HYD-3** are required, as outlined in Subsection 4.7.5, in order to ensure that the Project's potential impacts to hydrology and water quality resources would remain less than significant. **Standard Conditions SC-HYD-1** through **SC-HYD-3** are not considered unique mitigation under CEQA.

4.7.2.4 Pertinent Regulations

4.7.2.4a Federal

Federal Clean Water Act

The Federal Water Pollution Control Act (also known as the Clean Water Act [CWA]) is the principal statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the Environmental Protection Agency (EPA) the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to end all discharges entirely and to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters. The CWA sets water quality standards for all contaminants in surface waters and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards for navigable bodies of water, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution. Section 402 of the CWA requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant (except dredge or fill material) into waters of the U.S.

Safe Drinking Water Act

The Federal Safe Drinking Water Act (SDWA) provides regulations on drinking water quality in Menifee. The SDWA gives the U.S. Environmental Protection Agency (EPA) the authority to set drinking water standards, such as the National Primary Drinking Water regulations (NPDWRs or primary standards). The NPDWRs protect drinking water quality by limiting the levels of specific contaminants that are known to occur or have the potential to occur in water and can adversely affect public health. All public water systems that provide service to 25 or more individuals are required to satisfy these legally enforceable standards. Water purveyors must monitor for these contaminants on fixed schedules and report to the EPA when a maximum contaminant level (MCL) has been exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any user of a public water system. Drinking water supplies are tested for a variety of contaminants, including organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer (e.g., carcinogens), radionuclides (e.g., uranium and radon), and microbial contaminants (e.g., coliform and *Escherichia coli*). Changes to the MCL list are typically made every three years as the EPA adds new contaminants or, based on new research or new case studies, revises MCLs for some contaminants. The California Department of Health Services, Division of Drinking Water and Environmental Management, is responsible for implementation of the SDWA in California.

National Pollutant Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program promulgated under Section 402 of the CWA, all facilities that discharge pollutants from any point source into waters of the U.S. are required to obtain an NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources are discharges from publicly owned treatment works (POTWs), from industrial facilities, and associated with urban runoff. Though the NPDES program addresses certain specific types of agricultural activities, the majority of agricultural facilities are defined as nonpoint sources and are exempt from NPDES regulation. Pollutant contributors come from direct and indirect sources. Direct sources discharge directly to receiving waters, and indirect sources discharge wastewater to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only to direct point source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers.

Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows, and the Municipal Storm Water Program. Non-municipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types: individual and general. Also, the EPA has recently focused on integrating the NPDES program further into watershed planning and permitting (USEPA 2012c).

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of 50,000 or more, as well as construction sites one acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a City) of a regulated small municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre. The City of Menifee Public Works Department is the local enforcing agency of the MS4 NPDES permit.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this act, the State Water Resources Control Board (SWRCB) has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine Regional Water Quality Control Boards (RWQCBs) carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan or Basin Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality

conditions and problems. The City of Menifee, including the Project site, is in the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Water Quality Control Plan for the Santa Ana River Basin (8) was updated in 2008. (At their January 21, 2014 meeting, the State Water Resources Control Board adopted Resolution No. 2014-0005, approving amendments to the Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) that revise recreational standards for inland fresh surface waters in the Region. The Regional Board had adopted these amendments under Resolution No. R8-2012-0001 on June 15, 2012. The amendments must be approved by the Office of Administrative Law (OAL) and the United States Environmental Protection Agency (USEPA) to become effective.) This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan.

Approximately 1.25 square miles of the southeast corner of the City is in the Santa Margarita River watershed in the San Diego RWQCB Region (Region 9). However, Order No. R8-2013-0024, issued by the Santa Ana RWQCB in 2013, placed the entire City of Menifee within the jurisdiction of the Santa Ana RWQCB regarding the MS4 Permit regulating discharges to municipal storm drainage systems in the part of Riverside County in Region 8.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Act (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as Flood Insurance Studies (FISs). The most recent FIS and FIRM was completed and published for the County of Riverside in August 2008. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas (SFHAs) on FIRMs. The Project site is located within Zone A (Special flood hazard areas subject to inundation by the 1% annual chance flood), as identified on FIRM Panel 2070 of 3805, Map Number 06065C2070H, Revised August 18, 2014.

The Flood Disaster Protection Act (FDPA) requires owners of all structures in identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA. The NFIP is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the NFIP by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System, a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards. Currently, the City of Menifee is not a member of NFIP.

4.7.2.4b State

Water Quality Control Plan, Santa Ana River Basin

Under the Porter-Cologne Water Quality Act discussion, the Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) establishes water quality standards for groundwater and surface water in the basin; that is, standards for both beneficial uses of specific water bodies and the water quality levels that must be maintained to protect those uses. The Basin Plan includes an implementation plan describing actions by the Santa Ana RWQCB and others needed to achieve and maintain the water quality standards. The Santa Ana RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems for the region, along with causes, where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water.

Storm Water Pollution Prevention Plans

Pursuant to the CWA, in 2009, the SWRCB issued a statewide general NPDES permit for stormwater discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of storm water from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a SWPPP. Each applicant under the General Construction Activity Permit must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect stormwater runoff and must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters.

4.7.2.4c City of Menifee

Applicable City of Menifee General Plan Goals and Policies

The following are applicable goals and policies from the City of Menifee General Plan related to hydrology and water quality:

- **Goal S-3:** A community that is minimally disrupted by flooding and inundation hazards.
  - **Policy S-3.1:** Require that all new developments and redevelopments in areas susceptible to flooding (such as the 100-year floodplain and areas known to the City to flood during intense or prolonged rainfall events) incorporate mitigation measures designed to mitigate flood hazards.
  - **Policy S-3.2:** Reduce flood hazards in developed areas known to flood.
  - **Policy OSC-7.1:** Work with the Eastern Municipal Water District to ensure that adequate, high-quality potable water supplies and infrastructure are provided to all development in the community.
  - **Policy OCS-7.2:** Encourage water conservation as a means of preserving water resources.

- **Policy OCS-7.3:** Coordinate with the Eastern Municipal Water District to educate the public on the benefits of water conservation and promote strategies residents and businesses can employ to reduce their water usage.
- **Policy OSC-7.4:** Encourage the use of reclaimed water for the irrigation of parks, golf courses, public landscaped areas, and other feasible applications as service becomes available from the Eastern Municipal Water District.
- **Policy OSC-7.8:** Protect groundwater quality by decommissioning existing septic systems and establishing connections to sanitary sewer infrastructure.
- **Policy OSC-7.9:** Ensure that high quality potable water resources continue to be available by managing stormwater runoff, wellhead protection, and other sources of pollutants.
- **Policy OSC-7.10:** Preserve natural floodplains, including Salt Creek, Ethanac Wash, Paloma Wash, and Warm Springs Creek, to facilitate water percolation, replenishment of the natural aquifer, proper drainage automobile and capitalize on multimodal transportation opportunities.
- **Policy LU-1.6:** Coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.
- **Policy LU-1.8:** Ensure new development is carefully designed to avoid or incorporate natural features, including washes, creeks, and hillsides.
- **Policy LU-1.9:** Allow for flexible development standards provided that the potential benefits and merit of projects can be balanced with potential impacts.

The City of Menifee has adopted Chapter 15.01 of the City's Municipal Code (Storm Water/Urban Runoff), which includes the requirement for preparation and adoption of a Project-Specific Water Quality Management Plan (WQMP). This site specific WQMP identifies BMPs to ensure that water quality of receiving waters is not degraded following development. New projects submitted to City are required to submit a project-specific WQMP prior to the first discretionary project approval or permit. Project applicants may submit a preliminary project-specific WQMP for discretionary project approval (land use permit); however, a final version must be submitted for review and approval prior to the issuance of any grading or building permits.

The Project will be required to pay Development Impact Fees for storm drainage facilities in accordance with the fee structure in place at the time of development and at the current rate. **Standard Condition SC-HYD-4**, as outlined in Subsection 4.7.5, is required in order to ensure that the Project's potential impacts to hydrology and water quality resources would remain less than significant. **Standard Condition SC-HYD-4** is not considered unique mitigation under CEQA.

4.7.3 Thresholds of Significance

As discussed in Subsection 4.7.1, the Project impacts to seven (7) criteria pertaining to hydrology and water quality will be analyzed. According to the IS, the Project would have a significant impact if it would:

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

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

c.ii. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

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

c.iv. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows.

d. iIn flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation.

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

The questions posed in the City's IS are included for each topical section to guide the impact analysis and the above significance criteria represent a summary of the thresholds raised in the IS. The potential hydrology and water quality changes in the environment are addressed in response to the above thresholds in the following analysis.

4.7.4 Potential Impacts

THRESHOLD a: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact

The federal Clean Water Act (CWA) establishes the framework for regulating municipal storm water discharges (construction and operational impacts) via the National Pollutant Discharge Elimination System (NPDES) program.

A project 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 NPDES storm water permit or Water Quality Control Plan for a receiving water body.

Relative to this specific issue, a significant impact could occur if the Project would discharge water that does not meet the quality standards of the agencies that regulate surface water quality and water discharge into storm water 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.

On January 29, 2010 the Santa Ana Regional Water Quality Control Board (SARWQCB) issued the 4th-term area wide NPDES and Municipal Separate Storm Sewer System Permit (MS4 Permit) to the City of Menifee and other applicable Permittees.

All new development in the City of Menifee is required to comply with provisions of the NPDES program, including Waste Discharge Requirements (WDR), and the City's Municipal Separate Sewer Permit (MS4), Order No. R8-2010-0033, NPDES Permit No. CAS618033, as enforced by the SARWQCB.

All design submittals and construction projects are required to conform to the permit requirements. Furthermore, all projects are required to install Best Management Practices (BMPs) in compliance with the 2010 SARWQCB permit.

The Project site along with nearly all of the City of Menifee is located in the San Jacinto Sub-basin of the larger Santa Ana Watershed:

- The Santa Ana River Watershed includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. The watershed is bounded by the Mohave watershed to the north, the Santa Margarita watershed to the south, the Salton Sea and Southern Mohave watersheds to the east, and the San Gabriel watershed to the west. The watershed covers approximately 2,800 square miles, with about 700 miles of rivers and major tributaries.
- The San Jacinto River originates in the San Jacinto Mountains and flows some 42 miles west to Lake Elsinore; however, during flooding and heavy storms, Lake Elsinore overflows into Temescal Creek, which flows northwest and discharges into the Santa Ana River which ultimately discharges into the Pacific Ocean.
- A relatively small area at the southeast corner of the City of Menifee is located in the Warm Springs Creek Sub-basin of the larger Santa Margarita Watershed.

An exhibit of the regional drainage flows relative to the Project site is included as **Figure 4.7-1**.

According to the IS, the Project site consists of approximately 64 acres of vacant, undeveloped land located on the north side of State Route 74 (SR-74), extending from Palomar Road east to Menifee Road, in the northerly portion of the City of Menifee.

The Project proposes to amend (Amendment No. 3) the existing Menifee North Specific Plan 260, Amendment No. 2, Substantial Conformance No. 1 (January 2016) as detailed in various portions of this report. Briefly, the Project proposes to change the existing land use designations for Planning Areas 11, 12, 13, and 14 from the existing Business Park, Commercial Business Park, and Commercial land uses to accommodate Very High Density Residential, Commercial / Very High Density Residential, and Commercial uses. As proposed, the Project would significantly reduce the amount of Business Park development previously envisioned for the Project site while adding the potential for 721 very high density residential dwelling units.

The Project site is currently comprised of thirteen (13) Assessor's parcels further identified as 329-090-025, 026, 069, 070, 071, and 072; and 329-100-025, 026, 027, 030, 031, 033 and 034. Historically (from at least 1938 to at least 1967), the Project site was used for agricultural "dry farming" purposes (cereal grain crops), and an older single-family dwelling plus outbuildings were previously located on APNs 329-090-025 and 026 at the southeast corner of the site (shown in 1938 Aerial Photo; razed prior to 1978 Aerial Photo). Additional evidence of agricultural "dry

farming: use (barley) during 2015 and 2017. At present, the site is fallow (no agricultural activities). There is no evidence of wells on the Project site.

The Project site is relatively flat and at street grade with a gentle gradient of less than 2% to the southwest. On-site elevations range from approximately 1,465 feet above mean sea level (AMSL) at the southwest corner to 1,495 feet AMSL at the northeast corner.

At present, the Project site is vacant, undeveloped land with a 100 percent pervious earthen surface. On-site stormwater runoff currently surface flows in a south/southwest direction towards Highway 74. Reference **Figure 4.7-1**.

There is an earthen swale extending along the Project site's SR-74 frontage with two road under crossings; one is located toward the middle section of the Project site, in the vicinity of the SCE overhead transmission line easement, and the second is located at the intersection of SR-74 and Palomar Road. Surface flows are then picked up by the existing portion of the Line A storm water channel (concrete lined) which starts approximately one-half (½) mile south of SR-74, just south of the intersection of Palomar Road and Case Road.

Line A (existing portion) extends approximately 1½ miles west from its starting point near the intersection of Palomar Road and Case Road to Interstate 215 (undercrossing), then another ±1½ mile northwest to its confluence with the San Jacinto River (Reach 3).

Drainage flows within Reach 3 of the San Jacinto River are carried southwest to Canyon Lake, then from Canyon Lake via Reach 1 of the San Jacinto River to Lake Elsinore, as depicted on **Figure 4.7-1**. It is further noted, during flooding and heavy storms, Lake Elsinore overflows into Temescal Creek, which flows northwest and discharges into the Santa Ana River which ultimately discharges into the Pacific Ocean as a component of the Santa Ana Watershed.

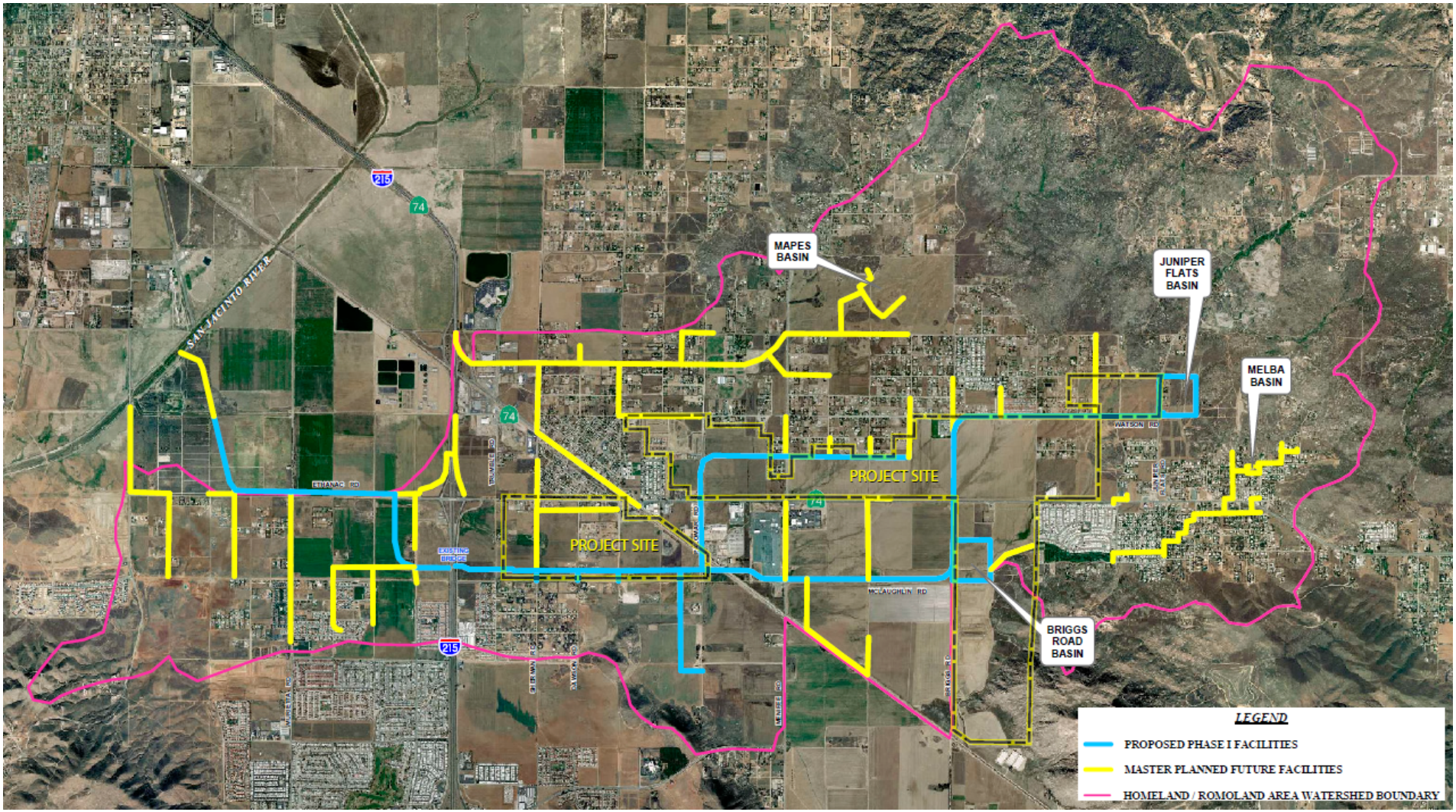
The master drainage plan developed by the Project applicant during the original Specific Plan (SP 260) approval has been adopted by the Romoland/Homeland Area Drainage Plan and is now part of the larger plan.

The Romoland/Homeland Area Drainage Plan (ADP) is a 17.7 square mile drainage area bounded by Mapes Road to the north, Rouse Road and the Double Butte Mountains to the south, a divide in the Lakeview Mountains to the east, and the San Jacinto River to the west. The ADP encompasses unincorporated lands within the County of Riverside, portions of the City of Perris and portions of the City of Menifee. Currently, the area covered by the ADP is located within the Third and Fifth Supervisorial Districts and includes the communities of Homeland and Romoland.

The ADP is a financing mechanism used to fund construction of new or improved drainage facilities. ADP fees are imposed on new land development activity within the ADP area. The Subdivision Map Act requires that agencies imposing fees have a general drainage plan for the fee area, a special fund for the fees, and an equitable distribution of the fees prior to implementation. Reference **Figure 4.7-3, *Menifee North Specific Plan - Drainage Exhibit***.

Figure 4.7-3 outlines the proposed storm drain system within the larger Menifee North Specific Plan (SP 260) inclusive of the Project site. Off-site flows will be intercepted at existing drainage courses where possible, and if necessary, drainage swales will be constructed to concentrate all off-site drainage at proposed inlets on the Project site's north boundary.

Figure 4.7-3
Menifee North Specific Plan - Drainage Exhibit



Source: SP 260, Amd # 2 (**Appendix** Q)

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Note: Lines and Points referenced in the following text are shown on Figure 4.7-1.

The ADP anticipates the construction of storm drain facilities north of SP260 to reduce some of the run-off tributary to the north boundary of the Project. Since these off-site facilities are not constructed yet, SP260 is responsible to intercept the run-off at its existing conditions. Due to increased run-off in Lines A-3 and A-1, on-site retention basins are proposed in order to reduce flows to designed run-off per the ADP. Lines 1 and 4 will be constructed per the ADP. A portion of Line A within the SP260 area has already been built and will be utilized in the Specific Plan. On-site regional drainage facilities could be required if storm water exceeds street capacities. The actual size and location of the on-site storm drain system will be determined during design stage of on-site improvement plans. Segments of the ADP will be constructed by development, as development occurs in the area.

As detailed in the Drainage Study, the Project will be required to reserve area for the Line A-3 channel along its northern edge, and a box culvert would be developed within in Palomar Road along the Project site's western edge. The northern channel will protect the Project site from flows originating from the north (point 106) in the interim and ultimate condition. Channel A-3 will eventually protect the site from the majority of flows originating from the east (point 206) when it is extended easterly. In both the existing and ultimate conditions there will remain a concentration of flow at the southeast corner of the property (point 206) with the ultimate condition being a significantly reduced flow from just the areas south of Line A-3.

On-site drainage conditions detailed in the *Drainage Study*, indicate that probable limited infiltration rates estimated at less than 1.6 inches per hour will result in an increase in downstream runoff volume in both the interim (existing) and ultimate conditions.

However, as the larger Menifee North Specific Plan (SP 260) inclusive of the Project site is within the Homeland Romoland ADP, it will discharge developed flows into lines designed in accordance with the ADP:

- The Project will provide bio retention basins with underdrains to treat the volume required to meet water quality standards;
- The increased runoff will continue to the south eventually joining the Line A system;
- The discharged water, while increased in volume, shall be cleaned through the system of basins as to not degrade the water quality of Canyon Lake.

With the existing condition outlet at the midpoint of the southern boundary (point 107) the interim condition could be allowed to discharge to that same point but would require detention basins of sufficient size to mitigate the increased runoff from the developed property. These basins would be temporary until the ADP is implemented. Upstream facilities will protect the Project site from offsite flows, and downstream facilities provide an outlet for Project runoff, or a combination of the two.

In the ultimate condition, the Line A-3 channel along the northern boundary would accept and route offsite flows to the west where it would be carried by box culvert to Line A. The Project site would only be required to mitigate onsite water quality requirements, and developed flows could outlet to Line A-3.

At the time tract and site plans are designed and submitted for approval, detailed analysis of existing conditions would need to be prepared, including documentation of what ADP facilities have been installed or will be installed by the Project or by other development.

Construction Impacts

Future development within the Project site boundary involving clearing and grading phases would disturb surface soils along with a modest amount of low lying vegetation, potentially resulting in erosion and sedimentation. If left exposed and with no vegetative cover, the Project site's bare soil would be subject to wind and water erosion. These future building construction activities will be subject to further City of Menifee development approvals at the time the applications are filed.

Operational Impacts

As discussed, the Project proposes to amend (Amendment No. 3) the existing Menifee North Specific Plan 260, Amendment No. 2, Substantial Conformance No. 1 (January 2016), by changing the existing land use designations for Planning Areas 11, 12, 13, and 14 from the existing Business Park, Commercial Business Park, and Commercial land uses to accommodate Very High Density Residential, Commercial / Very High Density Residential, and Commercial uses. As proposed, the Project would significantly reduce the amount of Business Park development previously envisioned for the Project site while adding the potential for 721 very high density residential dwelling units.

The Project's proposed land use amendment does not include a project-specific development component.

Future development within the Project site involving more than one acre of ground disturbance is subject to NPDES permit requirements for the preparation and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP). Adherence to NPDES permit requirements and the measures established in the SWPPP are routine actions conditioned by the City and will ensure applicable water quality standards are appropriately maintained during future construction activities within the Project site boundaries.

The proposed Project site specific plan amendment has been reviewed and conditioned by the City of Menifee Engineering Department, to mitigate any potential impacts as listed above through site design, compliance with the SP 260 Drainage Study, the larger Romoland/Homeland ADP, and the Project *Drainage Study*, the preparation of future project-specific WQMPs within the Project site boundaries, and adherence to the requirements of the NPDES.

Standard Conditions SC-HYD-1 (Site Drainage Plan), **SC-HYD-1 (SWPPP)**, **SC-HYD-3 (WQMP)**, are required in order to ensure that the Project's potential impacts to hydrology and water quality resources would remain less than significant. **Standard Conditions SC-HYD-1** through **SC-HYD-3** are not considered unique mitigation under CEQA.

All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant. **Standard Condition SC-HYD-5**, as outlined in Subsection 4.7.5, is required in order to ensure that the Project's potential impacts to water quality resources (waste discharge requirements) would remain less than significant. **Standard Condition SC-HYD-5** is not considered unique mitigation under CEQA.

Therefore, the proposed Project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Any impacts will be less than significant.

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

Less Than Significant Impact

Please reference the discussion set forth in Threshold a., relative to the Project site's interim (existing) and ultimate drainage conditions as a portion of SP 260 and in the context of the larger approved Romoland/Homeland ADP which ensures that the Project will not substantially alter the existing drainage pattern of the site or the area.

There are no streams or rivers within, contiguous to, or adjacent to the Project site.

As depicted on **Figure 4.7-4, *Topography Map***, there are no blue line streams proximate to the Project site which is surrounded by extensive expanses of a large alluvial plain within the Perris Valley. The closest blue line stream is located approximately one and one-half (1½) miles southeast of the Project site at the base of the Double Butte hillsides; followed by the San Jacinto River located approximately two and three-quarter (2¾) miles northwest of the Project site.

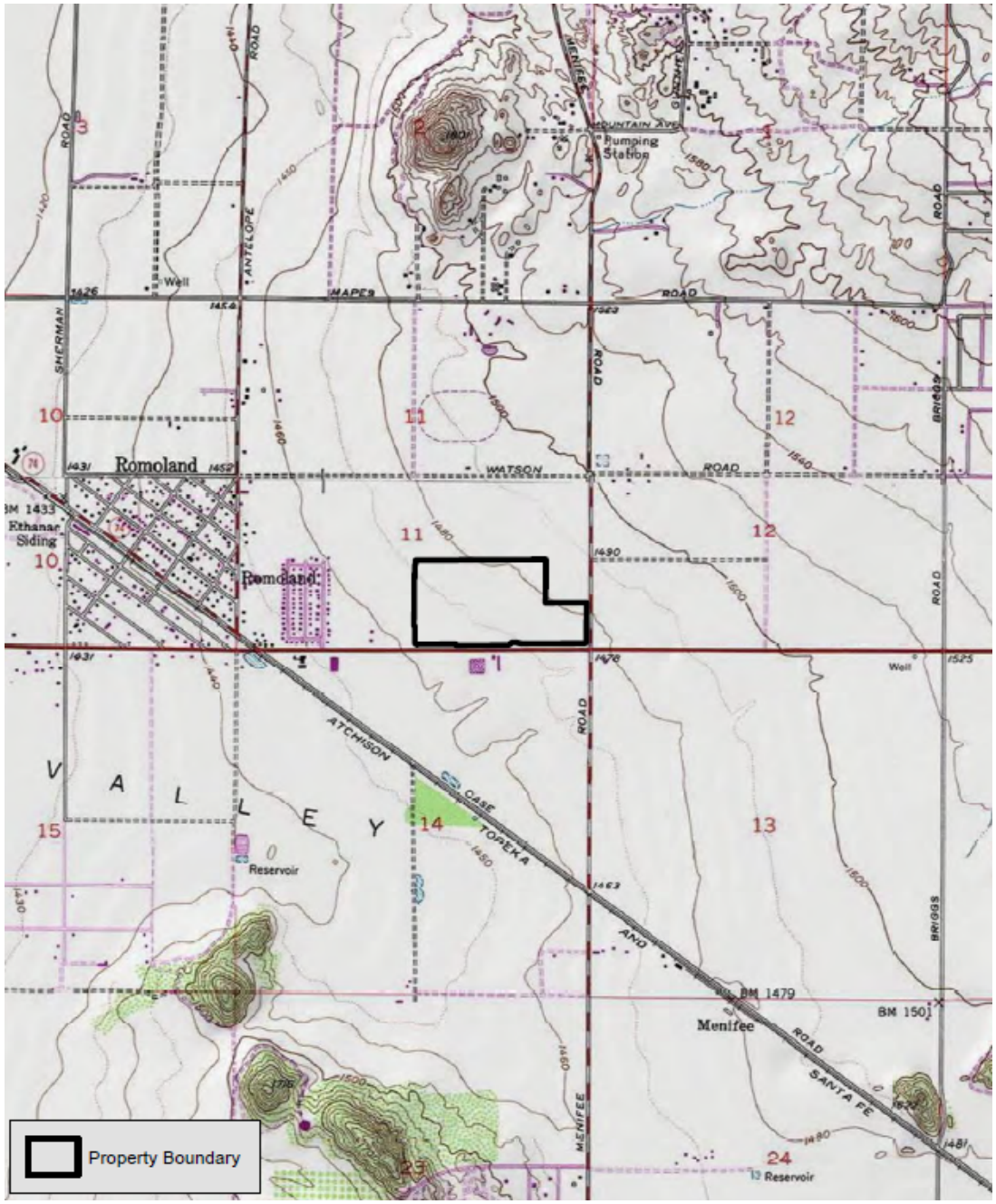
Potential future impacts include both construction and operational phases of project-specific development within the Project site boundaries.

During construction activities 1) soil would be exposed and disturbed, 2) drainage patterns would be temporarily altered during grading and other construction activities, and 3) there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate.

In comparison with existing conditions, future project-specific development within the Project site boundaries would cause the Project site surface area to be more impervious than the current site condition. Under current conditions, the Project site consists of 100% pervious surfaces.

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Figure 4.7-4
Topography Map



Source: MSHCP Compliance Document (**Appendix C**)

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The Project will utilize a combination of detention and bioretention basins with underdrains to detain, treat, and safely outlet future project-specific post development runoff within the Project site boundaries. As set forth in the *Drainage Study*, the impervious ratio and the resultant C_{BMP} for each of the proposed land uses is set forth as follows:

- Residential Very High Density - Impervious Ratio – 80%; C_{BMP} = 0.60
- Commercial - Impervious Ratio – 90%; C_{BMP} = 0.73
- Roads and Right of Way - Impervious Ratio – 95%; C_{BMP} = 0.81

Based on the above, the required treatment volume per acre for each of the Project site's proposed land uses is calculated by the Project engineer as follows:

- Design Storm Depth = 0.58"
- V_0 = Area * C_{BMP} * 0.58"/12
- $V_{R\text{-}VHD}$ = 43,560 sf * 0.60 * 0.58"/12 = 1,264 cubic feet (cf)/acre (ac)
- V_C = 43,560 sf * 0.73 * 0.58"/12 = 1,537 cf/ac
- V_{ROADS} = 43,560 sf * 0.81 * 0.58"/12 = 1,706 cf/ac

Applying the above calculations to the Project site yields the following total water quality volumes for each Planning Area (PA), shown as **Table 4.7-3**, ***Total Water Quality Volumes by Planning Area***.

Table 4.7-3
Total Water Quality Volumes by Planning Area

PA	Land Use	Area (ac)	Volume (cf)
11	R-VHD	20.17	25,495
12	C	12.31	18,920
13	C	15.79	24,269
14	C	9.18	14,110
All	Roads	19.55	33,352

Source: *Drainage Study* (**Appendix G**)

At the time of final site design for project-specific development within the Project site boundaries, Drainage Management Areas (DMA) and basins will be analyzed and designed using the above criteria. It can be assumed that basins will be placed along the southern border of the site, and possibly the Planning Areas, with ultimate outlets at the existing crossing of SR-74 (Ethanac Road) in the middle of the southern border, and the southwestern corner into Line A-3.

As discussed, on-site stormwater runoff currently surface flows in a south/southwest direction towards SR-74. There is an earthen swale extending along the Project site's SR-74frontage with two road under crossings; one is located toward the middle section of the Project site, in the vicinity of the SCE overhead transmission line easement, and the second is located at the intersection of SR-74 and Palomar Road. Surface flows are then picked up by the existing portion of the Line A storm water channel (concrete lined) which starts approximately one-half (½) mile south of SR-74, just south of the intersection of Palomar Road and Case Road.

The proposed future improvements will preserve the current flow patterns. It is noted, project-specific development within the Project site boundaries will provide drainage facility improvements

in compliance with SP 260 and the larger Romoland/Homeland ADP that will result in a benefit to on- and off-site erosion and siltation conditions, as no such facilities currently exist on the Project site.

Standard Conditions SC-HYD-1 (Site Drainage Plan), **SC-HYD-1 (SWPPP)**, **SC-HYD-3 (WQMP)**, and **SC-HYD-4 (Storm Drainage Facilities)** are required in order to ensure that the Project's potential impacts to hydrology and water quality resources would remain less than significant. **Standard Conditions SC-HYD-1** through **SC-HYD-4** are not considered unique mitigation under CEQA.

Therefore, the Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site. Any impacts will be less than significant.

THRESHOLD c.ii: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact

Future project-specific development within the Project site boundaries would increase the impervious surface area from zero percent (0%) at present, to an estimated 80% for the proposed Very High Density Residential land use within Planning Area 11 (PA 11), an estimated 90% for the proposed Commercial land uses within PAs 12, 13 and 14, and 95% for Roads and Right-of-Way areas upon completion of construction.

As set forth in the *Drainage Study*, the Project site has a mix of soil types, but based on preliminary review, the Project site is anticipated to exhibit inadequate infiltration rates varying from 0.2 to 1.98 inches per hour (0.2-1.98 in./hr.). As such, bio-retention basins will be the preferred method of water quality treatment. It is noted, the required minimum for infiltration is 1.6 in./hr., so the project-specific developments within the Project site boundaries will need to prepare detailed infiltration testing at the proposed locations of the respective basins with site design to confirm viability of infiltration.

Future project-specific development within the Project site boundaries will be required to meet the design standards set forth in the SP 260 Drainage Study and in conjunction with the larger Romoland/Homeland ADP. This will ensure that the Project will not adversely impact downstream properties.

The Project will utilize a combination of detention and bioretention basins with underdrains to detain, treat, and safely outlet future project-specific post development runoff within the Project site boundaries.

The required water quality volumes to be treated are discussed under Threshold c.i., and the total water quality volumes by Planning Area are set forth in **Table 4.7-3**.

At the time of final site design for project-specific development within the Project site boundaries, Drainage Management Areas (DMA) and basins will be analyzed and designed using the criteria set forth in **Table 4.7-3**. Further, it can be assumed that basins will be placed along the southern border of the Project site, and possibly the Planning Areas, with ultimate outlets at the existing crossing of Highway 74 (Ethanac Road) in the middle of the southern border, and the southwestern corner into Line A-3.

With the implementation of the on-site detention and bioretention basins and compliance with the SP 260 Drainage Study and larger Romoland-Homeland ADP, impacts related to the alteration of the existing drainage pattern in a manner that would result in on- or off-site flooding would be less than significant.

It is noted that the Project will result in a benefit to water quality, as no such facilities currently exist on the Project site.

Therefore the Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. Any impacts will be less than significant.

THRESHOLD c.iii: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact

Please reference the discussion set forth in Thresholds a., c.i. and c.ii., relative to the Project site's interim (existing) and ultimate drainage conditions as a portion of SP 260 and in the context of the larger approved Romoland/Homeland ADP which ensures that the Project will not substantially alter the existing drainage pattern of the site or the area.

While development of the proposed Project would increase the impervious area on the Project site from zero percent (0%) to an estimated 80%, 90% and 95% depending on land use, the project-specific development within the Project site boundaries will be required and conditioned to provide a WQMP hydrology improvements designed such that the Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Any impacts will be less than significant.

THRESHOLD c.iv: Would the Project substantially alter the existing drainage pattern ofthe site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

Less Than Significant Impact

As discussed, in the existing undeveloped condition, storm water runoff at the Project site sheet flows generally south-southwest direction towards SR-74. There is an earthen swale extending along the Project site's SR-74frontage with two road under crossings; one is located toward the middle section of the Project site, in the vicinity of the SCE overhead transmission line easement, and the second is located at the intersection of SR-74and Palomar Road. Surface flows are then picked up by the existing portion of the Line A storm water channel (concrete lined) which starts approximately one-half (½) mile south of SR-74, just south of the intersection of Palomar Road and Case Road.

The combination of probable limited infiltration rates at less than 1.6 inches per hour and the significant increase in impervious area onsite will result in an increase in downstream runoff volume in both the interim (existing) and ultimate conditions. However, as the larger Menifee North Specific Plan (SP 260) inclusive of the Project site is within the Homeland Romoland ADP, it will discharge developed flows into lines designed in accordance with the ADP:

- The Project will provide bio retention basins with underdrains to treat the volume required to meet water quality standards;
- The increased runoff will continue to the south eventually joining the Line A system;
- The discharged water, while increased in volume, shall be cleaned through the system of basins as to not degrade the water quality of Canyon Lake.

With the existing condition outlet at the midpoint of the southern boundary (point 107) the interim condition could be allowed to discharge to that same point but would require detention basins of sufficient size to mitigate the increased runoff from the developed property. These basins would be temporary until the ADP is implemented. Upstream facilities will protect the Project site from offsite flows, and downstream facilities provide an outlet for Project runoff, or a combination of the two.

In the ultimate condition, the Line A-3 channel along the northern boundary would accept and route offsite flows to the west where it would be carried by box culvert to Line A. The Project site would only be required to mitigate onsite water quality requirements, and developed flows could outlet to Line A-3.

At the time that implementing projects (i.e., tract maps and/or and Development Plans) are designed and submitted for approval, detailed analysis of existing conditions would need to be prepared, including documentation of what ADP facilities have been installed or will be installed by the Project or by other development.

Therefore, the Project specific plan amendment will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows. Any impacts will be less than significant.

THRESHOLD d: Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

Less Than Significant Impact

According to **Figure 4.7-2a Figure 4.7-2b**, a portion of the southeasterly corner of the Project site (por. APN 329-090-026) is located in "Zone A" (Special flood hazard areas subject to inundation by the 1% annual chance flood). The balance of the site is not within a designated flood area. Any proposed project-specific building development located with the Zone A boundary will be required to be raised one-foot above the flow line which will reduce the impact to a less than significant level. Reference **Standard Condition SC-HYD-6**.

The Project site is located approximately 35 miles from the nearest coastline; therefore, there is no risk associated with tsunamis.

A seiche is a run-up of water within a lake or embayment triggered by fault- or landslide induced ground displacement. There are no lakes in the vicinity of the Project site (the Project site is located approximately 6½ miles south of Lake Perris and 6½ miles northwest of Diamond Valley Lake); therefore, the potential for seiches to occur does not exist.

Based on the above, the risk of pollutant release due to Project inundation caused by a flood, tsunami, or seiche is less than significant.

THRESHOLD e: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact

The Project *Drainage Study* has been prepared specifically to comply with the requirements of the SP 260 Drainage Plan, the larger Romoland/Homeland Area Drainage Plan (ADP), the City of Menifee, and the County of Riverside for Ordinance No. 754.2 which includes the requirement for the preparation and implementation of a project-specific WQMP.

The Project site is located in the Santa Ana Region Watershed, within the jurisdiction of the Santa Ana Regional Board, where discharges from Riverside County's Phase I MS4s are regulated through the Riverside County MS4 Permit (Order No. R8-2010-0033 NPDES No. CAS618033, as amended by Order No. R8-2013-0024) pursuant to section 402(p) of the Federal Clean Water Act.

With adherence to, and implementation of the conclusions and recommendations set forth in the Project *Drainage Study* the Project specific plan amendment will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Any impacts will be less than significant.

4.7.5 Standard Conditions and Mitigation Measures

Standard Condition(s)

Standard Conditions SC-HYD-1 through **SC-HYD-6** and **SC-USS-1** are applicable to all Projects within the City and are not considered unique mitigation under CEQA.

SC-HYD-1 Site Drainage Plan. A site drainage plan is required by the City of Menifee and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review.

SC-HYD-2 SWPPP. Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-3 WQMP. The Project proponent has submitted a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing 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.

SC-HYD-4 Storm Drainage Facilities. The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.

SC-HYD-5 Wastewater. All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant.

SC-HYD-6 Flood Hazard. Any proposed Project-specific building development located with the Zone A boundary will be required to be raised one-foot above the flow line.

SC-USS-1 Sewer Connection Fees. Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable sewer connection fees to EMWD.

Mitigation Measure(s)

No Mitigation Measures are required.

4.7.6 Cumulative Impacts

The Project has been evaluated as to whether it will have a potential to cause significant flood hazards and a potential to substantially degrade water quality onsite and downstream. **Standard Conditions SC-HYD-1** through **SC-HYD-6** and design measures to control the Project's contributions to flood hazards and water quality degradation have been defined and are available to control future hydrology and water quality degradation to a less than significant impact level. With implementation of the proposed stormwater management design, as outlined in the Project Specific WQMPs, and **Standard Conditions SC-HYD-1** through **SC-HYD-6**, future stormwater runoff after development of the Project site is not forecast to make a cumulatively considerable contribution to downstream flood hazards and water quality in the Santa Ana River Watershed.

This conclusion is based on the findings that the proposed **Standard Conditions SC-HYD-1** through **SC-HYD-6** and design measures will not increase runoff from the Project site and will provide adequate attenuation of water pollutants in runoff from this residential area so as not to make a cumulatively considerable contribution to the runoff volume or water pollution within the Santa Ana River Watershed. Project hydrology and water quality cumulative impacts are less than significant.

4.7.7 Unavoidable Significant Adverse Impacts

The Project has a potential to result in generation of new pollutants from the proposed urban/suburban environment that can degrade water quality. However, through a combination of design measures included in the drainage design (Project Specific) and **Standard Conditions SC-HYD-1** through **SC-HYD-6**, these potential hydrology and water quality impacts can be controlled to a less than significant impact level. The Project will not cause unavoidable significant hydrology or water quality impacts. Project hydrology and water quality impacts are less than significant.

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4.8 LAND USE AND PLANNING

4.8.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of land use and planning from implementation of the Project. The Land Use and Planning Section, of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project physically divide an established community?
b. Would the Project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect?

Based on the analysis in the IS it was determined that the question pertaining to issue area a., related to land use and planning (in the questions asked above), **would not** require any further analysis in the Draft Environmental Impact Report (DEIR). As it pertains to this question, the IS identified "no impact" to this issue area, as a result of implementation of the Project.

Based on the analysis in the IS, the remaining one (1) issue area b., related to land use and planning in the questions asked above, **would** be further analyzed in the DEIR.

In addition to the IS, the following sources were used in the evaluation presented in this Subchapter:

- The *General Plan Land Use Designations – Zoning Consistency Guidelines* https://www.cityofmenifee.us/221/General-Plan;
- Southern California Association of Governments Website: http://www.scag.ca.gov/about/Pages/Home.aspx
- 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (*2016 RTP/SCS*) http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf
- SCAG Sustainability Planning Grant Website: http://sustain.scag.ca.gov/Pages/Grants%20and%20Local%20Assistance/GrantsLocalAssistance.aspx
- Western Riverside Council of Governments Website: http://www.wrcog.cog.ca.us
- 2016 RTP/SCS Final PEIR – Section 3.11 Land Use and Planning http://scagrtpscs.net/Documents/2016/peir/draft/2016dPEIR_3_11_LandUseandPlanning.pdf
- *Fiscal Impact Analysis for Menifee North Specific Plan No. 260 Amendment No. 3*, prepared by DPFG, dated May 3, 2018 (*FIA* **Appendix N**)

Comment Letters Received on the Notice of Preparation (NOP)

***Comment Letter # 6*: Southern California Association of Governments (dated 03/27/19) contains comments pertaining to transportation, air quality, and land use compatibility impacts:**

- Southern California Association of Governments (SCAG) is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities.

- SCAG reviews EIRs for Projects of regional significance for consistency with regional plans pursuant to CEQA and the CEQA Guidelines.
- SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for the preparation of the Regional Transportation Plan (RTP), including the Sustainable Communities Strategy (SCS).
- SCAG has reviewed the NOP for the Project.
- SCAG asks that environmental documentation be mailed to SCAG's office in Los Angeles or emailed to the contact information in the letter.
- The Lead Agency has the sole discretion in determining a local project's consistency with the RTP/SCS.
- SCAG recommends preparing an analysis that compares the Project side-by-side with SCAG's 2016 RTP/SCS Goals to determine whether the Project is consistent, inconsistent or in-applicable with the regional goals.
- A wide range of land use and transportation strategies are included in the 2016 RTP/SCS.
- Adopted demographics and growth forecasts (population, households and employment) are provided for the SCAG Region and for City of Menifee for the years 2020, 2035, and 2040.
- The Final Program EIR for the 2016 RTP/SCS includes a list of project-level performance-based mitigation measures that are applicable and feasible. These mitigation measures may be considered by the City for adoption and implementation.
- The City as Lead Agency is responsible for assigning project-level mitigation to meet project-level performance standards for each CEQA resource category.

Response: As side-by-side comparison of SCAG's 2016 RTP/SCS Goals with discussions of the consistency, non-consistency, or non-applicability of the goals and supportive analysis in a table format (recommend by SCAG) is provided below in Section 4.8.4, Threshold "b." The purpose of the 2016 RTP/SCS strategies paragraph in this comment letter was to inform the lead agency (City) of the strategies within the document. A Project is consistent with the RTP/SCS goals; if at least one or more of the strategies applies to the Project. It should be noted that these strategies are provided as ***guidance*** *to lead agencies when the Project is under consideration. Only one mitigation measure from the 2016 RTP/SCS Final PEIR is applicable to the Project. Please refer to the discussion below.*

No comments regarding land use and planning were received in response to the Notice of Preparation at the Scoping Meeting held on March 11, 2019.

Therefore, the above issue "b" is the focus of the following evaluation of land use and planning.

4.8.2 Environmental Setting

4.8.2.1 Land Use Setting

The Project area is located in the northeastern portion of the City of Menifee, in western Riverside County. The General Plan Land Use designation for the site is SP. The Project site is bounded as follows: Menifee North Specific Plan (MNSP) Planning Area (PA) 9 and PA10 to the immediate north (currently vacant land) and some Rural Residential uses to the north of PA9 and PA10; Business Park/Light Industrial and Public/Quasi-Public Facilities Districts to the south (currently vacant land, manufacturing uses and substation for Southern California Edison south of Highway 74); MNSP PA 16 to the east (currently , Rural Residential uses, and vacant land to the east beyond Menifee Road); and Palomar Road to the immediate west and MNSP

PA7A, PA7B, and PA8 (currently vacant land and some commercial uses) to the west of Palomar Road. The Project site is currently vacant. The surrounding area is a mix of single-family residential, commercial, and industrial land uses.

Table 4.8-1, *Surrounding Land Uses*, lists the different uses that are located immediately adjacent to the proposed Project site.

Table 4.8-1
Surrounding Land Uses

Direction	General Plan Land Use Designation	Zoning Classification	Existing Land Use
Project Site	Menifee North Specific Plan	Existing: Menifee North Specific Plan (PA11 & PA12 Business Park, PA13 Commercial Business Park, PA14 Commercial) Proposed: Menifee North Specific Plan (PA11 Very High Density Residential, PA12 Commercial / Very High Density Residential, PA13 Commercial, PA14 Commercial)	Vacant and Southern California Edison transmission lines
North	Menifee North Specific Plan and Rural Residential (RR1) 2.1-5R	SP Zone (PA 9 Residential Medium 3.5 du/ac and PA 10 Community Park) and Residential Agricultural (R-A)	Vacant land and some rural residential uses
South	Business Park (BP) and Public Facilities (PF)	Manufacturing - Medium (M-M) and Rural Residential (R-R)	SR-74 to the immediate south and business park and public facilities uses south of SR-74
East	Menifee North Specific Plan, and Residential (2.1-5R),)	SP Zone (PA 16 Commercial) and Light Agriculture (A-1)	Menifee Road, rural residential uses, and vacant land
West	Menifee North Specific Plan	SP Zone (PA 7A Residential Medium 5.6 du/ac, PA 7B Residential High 7.3 du/ac and, PA 8- Commercial)	Palomar Road to the immediate west, vacant land, some commercial uses

Source: IS (DEIR Subchapter 8.3)

4.8.2.2 State Regulations

4.8.2.2.a State Planning Law

State planning law (California Government Code Section 65300) requires every city in California to adopt a comprehensive, long-term general plan for the physical development of the city, and of any land outside its boundaries (sphere of influence) that in the planning agency's judgment

bears relation to its planning. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a citywide vision. State law requires that a general plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law (as provided in California Government Code Section 65300) should be examined to determine if there are environmental issues within the community that the general plan should address, including but not limited to hazards and flooding.

4.8.2.3 Regional and Local

4.8.2.3.a Southern California Association of Governments (SCAG)

Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans. In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Additionally, SCAG Bylaws provide for representation of Native American tribes and Air Districts in the region on the Regional Council and Policy Committees.

4.8.2.3.b Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS). The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The Plan charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It outlines more than $556.5 billion in transportation system investments through 2040. The Plan was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses

and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

4.8.2.3.c Sustainability Planning Grant Program

The Sustainability Planning Grant Program (formerly known as Compass Blueprint Grant Program) was established as an innovative vehicle for promoting local jurisdictional efforts to test local planning tools. Since starting in 2005, 133 projects have been completed through the program, with another 69 projects to be completed by the end of 2016. By supporting exemplary projects, the Sustainability Planning Grants Program illustrates the value effective growth planning can bring to our regional partners and the region as a whole.

The Sustainability Planning Grants Program provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Grants are available in the following three categories:

- Integrated Land Use – Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration
- Active Transportation – Bicycle, Pedestrian and Safe Routes to School Plans
- Green Region – Natural Resource Plans, Climate Action Plans (CAPs) and Green House Gas (GHG) Reduction programs

4.8.2.3.d Western Riverside Council of Governments

Councils of Governments (COGs) are voluntary associations that represent member local governments, mainly cities and counties, that seek to provide cooperative planning, coordination, and technical assistance on issues of mutual concern that cross jurisdictional lines. In this sense, COGs serve to develop consensus on many issues that need to be addressed in a subregional or regional context. If properly structured, COG duties complement and do not duplicate jurisdictional activities, and serve to unify jurisdictions and agencies on matters of mutual concern, but independent of the responsibilities traditionally exercised by the individual members within their own communities.

Jurisdictions typically agree to form COGs following discussion and negotiation on common goals and objectives, which are usually consummated by execution of a Joint Powers Agreement (JPA). In most cases, adoption of a JPA is specifically authorized by state law. In the case of California, JPA authority is granted under Section 6500 et. seq. of the Government Code.

The Western Riverside Council of Governments (WRCOG) is a joint-powers agency that conducts interagency regional coordination and planning for local governments in western Riverside County and serves as the council of governments and local transportation planning agency for the western Riverside subregion of SCAG. Its member agencies are 18 cities, including the City of Menifee; Riverside County, Eastern and Western Municipal Water Districts, and the Morongo Band of Mission Indians. WRCOG administers the Riverside County Measure A, a half-cent transportation sales tax that supports freeway construction projects and designates smaller revenue allocations for arterial roadway improvements in western Riverside County. WRCOG also administers western Riverside County's Transportation Uniform Mitigation Fee (TUMF) Program to mitigate the cumulative regional impacts of new development on the subregion's arterial highway system identified on the Regional System of Highways and

Arterials. Payment of TUMF is a standard condition and is not considered unique mitigation under CEQA.

Recognizing that many issues related to growth are not constrained by political boundaries, WRCOG focuses on a number of regional matters important to the subregion's future. By working together through its committee structure and utilizing resources, WRCOG is cost-effective by reducing duplication of effort and sharing information, enabling strong advocacy and strengthening Western Riverside's standing in the region and the State. WRCOG's program areas are varied and include transportation, environment, energy, economy, and health.

4.8.2.3.e Applicable City of Menifee General Plan Goals and Policies

The following are the applicable General Plan Policies regarding land use and planning:

- **Goal LU-1:** Land uses and building types that result in a community where residents at all stages of life, employers, workers, and visitors have a diversity of options of where they can live, work, shop, and recreate within Menifee.
  - **Policy LU-1.1:** Concentrate growth in strategic locations to help preserve rural areas, create place and identity, provide infrastructure efficiently, and foster the use of transit options.
  - **Policy LU-1.2:** Provide a spectrum of housing types and price ranges that match the jobs in the city and make it possible for people to live and work in Menifee and maintain a high quality of life.
  - **Policy LU-1.4:** Preserve, protect, and enhance established rural, estate, and residential neighborhoods by providing sensitive and well-designed transitions (building design, landscape, etc.) between these neighborhoods and adjoining areas.
  - **Policy LU-1.5:** Support development and land use patterns, where appropriate, that reduce reliance on the automobile and capitalize on multimodal transportation opportunities.
  - **Policy LU-1.6:** Coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.
  - **Policy LU-1.7:** Ensure neighborhood amenities and public facilities (natural open space areas, parks, libraries, schools, trails, etc.) are distributed equitably throughout the city.
  - **Policy LU-1.8:** Ensure new development is carefully designed to avoid or incorporate natural features, including washes, creeks, and hillsides.
  - **Policy LU-1.9:** Allow for flexible development standards provided that the potential benefits and merit of projects can be balanced with potential impacts.
  - **Policy LU-1.10:** Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.
- **Goal CD-1:** A unified and attractive community identity that complements the character of the City's distinctive communities.
  - **Policy CD-1.1:** Enhance the city's identity through the use of distinct city graphics, such as the city seal, in the design of gateways, street signs, city signage, public facilities and public gathering spaces, and other areas where appropriate.
  - **Policy CD-1.2:** Support the development and preservation of unique communities and rural and suburban neighborhoods in which each community exhibits a special sense of place and quality of design.

- **Policy CD-1.3:** Strengthen the identity of individual neighborhoods/communities with entry monuments, flags, street signs, and/or special tree streets, landscaping, and lighting.

- **Goal CD-3:** Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.
  - **Policy CD-3.8:** Design retention/detention basins to be visually attractive and well integrated with any associated project and with adjacent land uses.
  - **Policy CD-3.13:** Utilize architectural design features (e.g., windows, columns, offset roof planes, etc.) to vertically and horizontally articulate elevations in the front and rear of residential buildings.
  - **Policy CD-3.14:** Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.
  - **Policy CD-3.17:** Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.
  - **Policy CD-3.18:** Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting roadway, commercial, agricultural, and industrial uses.
  - **Policy CD-3.19:** Design walls and fences that are well integrated in style with adjacent structures and terrain and utilize landscaping and vegetation materials to soften their appearance.
  - **Policy CD-3.21:** Use open space, greenways, recreational lands, and water courses as community separators.
- **Goal CD-4:** Recognize, preserve, and enhance the aesthetic value of the city's enhanced landscape corridors and scenic corridors.
  - **Policy CD-4.1:** Create unifying streetscape elements for enhanced landscape streets, including coordinated streetlights, landscaping, public signage, street furniture, and hardscaping.
  - **Policy CD-4.2:** Design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration; strengthen connectivity; and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.
  - **Policy CD-4.3:** Apply special paving at major intersections and crosswalks along enhanced corridors to create a visual focal point and slow traffic speeds.
- **Goal ED-1:** A diverse and robust local economy capable of providing employment for all residents desiring to work in the City.
  - **Policy ED-1.2:** Diversify the local economy and create a balance of employment opportunities across skill and education levels, wages and salaries, and industries and occupations.
- **Goal ED-2:** A variety of retail shopping areas distributed strategically throughout the City and regional retail, dining, and entertainment destinations in key locations with freeway access.
  - **Policy ED-2.1:** Promote retail development by locating needed goods and services in proximity to where residents live to improve quality of life, retain taxable spending by Menifee residents, and attract residents from outside the City to shop in Menifee.
    - Locate businesses providing convenience goods and services in retail centers that are on arterials adjacent to neighborhoods and communities throughout the City but not in rural residential areas.

- Encourage comparison goods businesses to locate in larger retail centers located on major arterials near freeway interchanges, because businesses that provide comparison goods tend to draw customers from larger areas.

- **Policy ED-2.2:** Require regional retail districts to provide entertainment and dining in addition to retail sales and services to create destinations prepared to withstand e-commerce's increasing capture of retail spending. These districts should create a pedestrian-friendly human-scale atmosphere with street furniture, shading, and gathering spaces that enhance the experience of shopping and socializing.

Local retail centers (primarily intended to serve Menifee residents) need not necessarily provide dining and entertainment but shall provide street furniture, shading, pedestrian-circulation, and gathering spaces that enhance the experience of shopping.

- **Goal ED-3:** A mix of land uses that generates a fiscal balance to support and enhance the community's quality of life.
  - **Policy ED-3.1:** Incorporate short-term and long-term economic and fiscal implications of proposed actions into decision making.

4.8.3 Thresholds of Significance

As discussed in Subsection 4.8.1, the Project impacts to one (1) criterion pertaining to land use and planning will be analyzed. According to the IS, the Project would have a significant impact if it would:

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

The questions posed in the IS are included for each topical section to guide the impact analysis and the above significance criteria represent a summary of the thresholds raised in the City's IS. The potential land use and planning changes in the environment are addressed in response to the above threshold in the following analysis.

4.8.4 Potential Impacts

THRESHOLD b: Would the Project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact

Menifee General Plan/Zoning

Specific Plan No. 260, Amendment No. 3 (SP260, A3) proposed the following modifications to the Specific Plan Land Use Plan Planning Areas (PA):

- Planning Area 11 (PA11) would be realigned along its southern boundary and re-designated from Business Park land uses to Very High Density Residential and would be split into two (2) subareas, 11A and 11B. Subarea 11A has an area of 19.56 acres and is located west of Junipero Road. Subarea 11B has an area of 9.79 acres and is located east of Junipero Road and will include a portion of the existing Southern California Edison (SCE) easement

that had not previously been given a specific planning area designation.

- Planning Area 12 (PA12) would be realigned to a newly created area between PA11 and PA13 and re-designated from the current Business Park and Commercial Business Park land use to Commercial / Very High Density Residential land uses. Two (2) subareas are proposed, 12A and 12B. Subarea 12A has an area of 6.14 acres and is located west of Junipero Road. Subarea 12B has an area of 3.06 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 13 (PA13) would be realigned along its northern boundary and re-designated from Commercial Business Park to Commercial and would be split into two (2) subareas, 13A and 13B. Subarea 13A has an area of 10.23 acres and is located west of Junipero Road. Subarea 13B has an area of 5.19 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 14 (PA14) would retain a Commercial designation but would be reduced in acreage from 11.7 to 9.27 by redistributing areas into Planning Areas 12B and 13B.

Reference **Figure 2-1*, Existing and Proposed Land Uses,*** provided previously in Chapter 2 of this DEIR.

Detailed descriptions of each change that is proposed by SP 260, A3 are provided in **Table 3-1, *SP260, A3 Land Use Summary***, provided previously in Chapter 3 of this DEIR.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this DEIR.

The Project is consistent with General Goals and Policies listed in Section 4.8.2.2, Regional and Local, City of Menifee General Plan (Environmental Setting) of this DEIR. The Goals and Polices listed in this Section are those that are applicable from the General Plan as they relate to Land Use and Planning.

Based on the consistency with the existing and proposed surrounding development pattern, as well as consistency with the applicable General Plan Goals and Policies, and consistency with the Specific Plan (as amended), any land use conflicts with the General Plan or zoning from the Project are considered less than significant.

2016 RTP/SCS

As stated above, the proposed non-agricultural General Plan Land Use designation and zoning classification were not anticipated or analyzed in the GPEIR and therefore, were not anticipated or analyzed in the 2016 RTP/SCS.

The guiding policies for the 2016 RTP/SCS are intended to help focus future investments on the best-performing projects and strategies to preserve, maintain and optimize the performance of the existing transportation system. Two additional guiding policies have been added since 2012. The first addition (Guiding Policy 6) addresses emerging technologies and the potential for such technologies to lower the number of collisions, improve traveler information, reduce the

demand for driving alone and lessen congestion related to road incidents and other non-recurring circumstances (a car collision, for example). The second addition (Guiding Policy 7) recognizes the potential for transportation investments to improve both the efficiency of the transportation network and the environment.

The following is a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the policy and supportive analysis. The RTP/SCS Strategies – if applicable, refer to these strategies as guidance for considering the Project within the context of regional goals and policies.

Table 4.8-2, *RTP/SCS Goals*, lists the 9 Goals contained in the 2016 RTP/SCS and the Project's relationship to these Goals.

Table 4.8-2
RTP/SCS Goals

Goal	Project
1. Align the plan investments and policies with improving regional economic development and competitiveness.	**Consistent.** The Project contains residential uses that will contribute to economic development and competitiveness. According to the *Fiscal Impact Analysis* (**Appendix N**) the annual recurring revenues to the City's General Fund at Project build-out will equal $1,211,128 compared to recurring fiscal costs of $825,575, a net benefit to the City of approximately $385,553.
2. Maximize mobility and accessibility for all people and goods in the region.	**Consistent.** The Project offers opportunities for vehicular and non-vehicular modes of transportation; thereby, providing mobility and accessibility for people and goods. Please reference the detailed discussion in Subchapter 4.12, Transportation in this DEIR.
3. Ensure travel safety and reliability for all people and goods in the region.	**Consistent.** The Project offers opportunities for vehicular and non-vehicular modes (pedestrian and bicycle) of transportation; thereby, providing travel safety and reliability for all people and goods. Please reference the detailed discussion in Subchapter 4.12, Transportation in this DEIR.
4. Preserve and ensure a sustainable regional transportation system.	**Consistent.** The Project will not provide a hindrance to the preservation and ensurance of a sustainable regional transportation system. As discussed in Subchapter 4.12, Transportation in this DEIR, implementation of the Project will result in less than significant impacts, as the Project will install adjacent roadways to General Plan standards and will pay fair share funds to improvements on area roadways through payment of TUMF and DIF.
5. Maximize the productivity of our transportation system.	**Consistent.** The Project provides additional local and subregional roadways, and will not provide a hindrance to the productivity of the transportation system. As discussed in Subchapter 4.12, Transportation in this DEIR, implementation of the Project will result in less than significant impacts, as the Project will install adjacent roadways to General Plan standards and will pay fair share funds to improvements on area roadways through payment of TUMF and DIF.
6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	**Consistent.** The Project offers opportunities for vehicular and non-vehicular modes (pedestrian and bicycle) of transportation; thereby, protecting the environment and health of residents by improving air

	quality. Please reference the detailed discussion in Subchapters 4.3, Air Quality, 4.8, Greenhouse Gases, 4.12, Transportation, 4.17, Utilities and 4.18, Energy, in this DEIR.
7. Actively encourage and create incentives for energy efficiency, where possible.	**Consistent.** The Project will comply with Title 24 requirements; which includes energy efficiency, where possible.
8. Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	**Consistent.** The Project offers opportunities for vehicular and non-vehicular modes (pedestrian and bicycle) of transportation. Please reference the detailed discussion in Subchapter 4.12, Transportation in this DEIR.
9. Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	**Not applicable (N/A).** This is not a function of the Project.

Source: 2016 *RTP/SCS*

As demonstrated in **Table 4.8-2**, the Project is consistent with these Goals. Any impacts from the Project are considered less than significant.

Table 4.8-3, *RTP/SCS Policies,* below lists the 8 Policies contained in the 2016 RTP/SCS and the Project's relationship to these Policies.

Table 4.8-3
RTP/SCS Policies

policy	Project
1. Transportation investments shall be based on SCAG's adopted regional Performance Indicators.	**N/A.** This is not a function of the Project.
2. Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.	**N/A.** This is not a function of the Project.
3. RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.	**N/A.** This is not a function of the Project.
4. Transportation demand management (TDM) and non-motorized transportation will be focus areas, subject to Policy 1.	**N/A.** This is not a function of the Project.
5. HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.	**N/A.** This is not a function of the Project.
6. The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.	**N/A.** This is not a function of the Project.
7. The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.	**N/A.** This is not a function of the Project.
8. Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	**N/A.** This is not a function of the Project.

Source: *2016 RTP/SCS*

As demonstrated in **Table 4.8-3**, the Policies are not applicable to the Project. These Policies are geared more to the regional and sub-regional level. No impact will occur.

According to Section 3.11, Land Use and Planning of the Final PEIR for the 2016 RTP/SCS, one project-level performance standards-based mitigation measure was identified (below) in response to the question raised in this Threshold. SCAG indicated in their comment letter on the NOP, that mitigation measures "may be considered by the City, as applicable and feasible."

> **"MM-LU-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:
>
> • Where an inconsistency with the adopted general plan is identified at the Project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan."

Given that the Project was not anticipated under the existing General Plan land use designation, the proposed land uses would intensify the development and associated population projections planned for under the City's General Plan. Therefore, the Project would conflict with and exceed the assumptions used to develop the RTP/SCS. This land use inconsistency can only be corrected when the Southern California Association of Governments (SCAG) updates growth projections after the Project has been approved. In the interim, Project consistency with the RTP/SCS (see **Table 4.8-2, *RTP/SCS Goals***) demonstrates that Project impacts will be considered less than significant impact.

As discussed in the other Subchapters of this DEIR, the environmental, social, economic, and engineering benefits of the Project warrant the requested changes to the and zoning classification. Any impacts are considered less than significant.

4.8.5 Standard Conditions and Mitigation Measures

Standard Condition(s)

No standard conditions are required.

Mitigation Measure(s)

No mitigation measures are required.

4.8.6 Cumulative Impacts

Implementation of the proposed Project, when considered in conjunction with other existing and planned developments in the Project area, would result in developing a vacant site into 246,312 square feet of commercial uses and 637 multi-family dwelling units. The cumulative study area analyzed for potential land use impacts is the City of Menifee.

The current General Plan Land Use designation and Zoning classifications on the Project site are Specific Plan (SP). No changes are proposed to the current General Plan Land Use designation and Zoning classifications. The proposed residential Specific Plan Land Use designations were not anticipated or analyzed in the GPEIR. Due to the small incremental increase in residential development (a 2.45% increase in population over estimated 2019 population and a 1.89% increase in population over projected 2040 population in the City of Menifee and represents a 0.094% increase in population over estimated 2019 population and a 0.073% increase in population over projected 2040 population in Riverside County) any impacts to the General Plan will be less than significant.

In addition, at 3.6 persons per household, per US Census ACS 5-year Estimates, it is anticipated that the Project would result in a direct population increase of approximately 2,293 persons at Project buildout. The 2,293 potential new residents that would be created by the proposed residential development were not anticipated to be within the growth assumptions estimated in the SCAG RTP/SCS. Project consistency with the RTP/SCS (see **Table 4.8-2, *RTP/SCS Goals***) demonstrates that Project impacts will be considered less than significant impact.

The IS determined that the Project would not physically divide an established community. No impacts will occur.

Therefore, based on the analysis contained above in this Subchapter, the Project will not result in significant cumulative impacts.

4.8.7 Unavoidable Significant Adverse Impacts

The proposed Project would not represent a change to the City's General Plan Land Use Plan or Zoning Map, but it would represent a change to the Specific Plan. Based on the data and analysis presented in this Subchapter, implementation of the proposed Project will not cause significant unavoidable adverse impacts relative to the land use and planning in the City of Menifee.

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4.9 NOISE

4.9.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of noise from implementation of the Project. The Noise Section of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
b. Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
c. For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

Based on the analysis in the IS it was determined that the question pertaining to issue area c., related to noise (in the questions asked above), **would not** require any further analysis in the Draft Environmental Impact Report (DEIR). As it pertains to these questions, the IS identified "no impact" to this issue area, as a result of implementation of the Project.

Based on the analysis in the IS, the remaining two (2) issue areas, a. and b., related to noise in the questions asked above, **would** be further analyzed in the DEIR.

Standard Conditions SC-NOI-1 and **SC-NOI-2** shall be carried over to this DEIR.

No mitigation measures were presented in the IS that shall be carried over to this DEIR.

In addition to the IS the following resources were utilized in the preparation of this Subchapter:

- *GPEIR (Chapter 5.13 - Noise)*
  https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report
- *General Plan Noise Element*
  https://www.cityofmenifee.us/221/General-Plan
- *Palomar Crossing Noise Impact Study Update City of Menifee, California,* prepared by RK Engineering Group, Inc., August 6, 2018 (*NIS*, **Appendix H**)
- *Map My County* (**Appendix A**)
- Notice of Preparation (Subchapter 8.1, *Notice of Preparation (NOP) / NOP Distribution List*).

Comment Letters Received on the Notice of Preparation (NOP)

No comments concerning Noise were received in response to the NOP for the proposed Project. Additionally, no comments were received in response to the NOP at the scoping meeting held for the proposed Project on March 11, 2019.

Therefore, the above issues identified in "a" and "b," above, are the focus of the following evaluation of noise.

The following discussions are abstracted from the above referenced technical studies, which are provided in Volume 2 of the DEIR, the Technical Appendices.

Note: Any tables or figures in this section are from the *NIS*, unless otherwise noted.

4.9.2 Environmental Setting

4.9.2.1 Existing Conditions

4.9.2.1.a Fundamentals of Noise

This section basic information about noise and presents some of the terms used in this Section.

Sound, Noise, and Acoustics

The sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. The sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

Frequency and Hertz

A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting out at 20 Hz all the way to the high pitch of 20,000 Hz.

Sound Pressure Levels and Decibels

The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases, as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square inch meter (N/m2), also called micro-Pascal (µPa). One µPa is approximately one hundred billionths (0.00000000001) of normal atmospheric pressure. Sound pressure level (SPL or Lp) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels and abbreviated as dB.

Addition of Decibels

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two (2) sounds or equal SPL are combined,

they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3dB increase. If two (2) sounds differ by approximately 10 dB the higher sound level is the predominant sound.

Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. The A-scale weighing is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in the noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g. doubling the volume of traffic on a highway), would result in a barely perceptible change in sound level.

Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant, while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels. Following are the most commonly used noise descriptors along with brief definitions.

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-Pascal's.

dB(A): A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly, L50, L90, and L99, etc.

Noise: Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dBA level which, if it lasted for one (1) second, would produce the same A-weighted sound energy as the actual event.

Traffic Noise Prediction

Noise levels associated with traffic depends on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (2 – 6 wheels) and heavy truck percentage (3 axles and greater), and sound propagation. The greater the volume of traffic, higher speeds and truck percentages equate to a louder volume of noise. A doubling of the Average Daily Traffic (ADT)

along a roadway will increase noise levels by approximately 3 dB; reasons for this are discussed in the sections above.

Sound Propagation

As sound propagates from a source it spreads geometrically. The sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use the hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at an additional rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 6.0 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet from a noise source. Wind, temperature, air humidity, and turbulence can further impact how far sound can travel.

4.9.2.1.b Fundamentals of Vibration

Vibration Descriptors

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Several different methods are used to quantify vibration amplitude.

- PPV: Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.
- RMS: Known as the root mean squared (RMS) can be used to denote vibration amplitude.
- VdB: A commonly used abbreviation to describe the vibration level (VdB) for a vibration

source.

Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.

Vibration Propagation

There are three main types of vibration propagation: surface, compression, and shear waves. These are discussed below:

- Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wavefront, similar to ripples produced by throwing a rock into a pool of water.
- P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wavefront. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves.
- S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wavefront. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. This drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

4.9.2.1.c Land Use and Adjacent Land Uses

The current General Plan Land Use designation on the Project site is Specific Plan (SP). The zoning classification on the Project site is Specific Plan (SP). The Project site is currently vacant. Topographically, the Project site is comprised of a flat alluvial plain. Elevations range from a low of 1,465 feet AMSL at the southwestern corner of the Project site (PA13) to a high of 1,495 feet AMSL at the northeastern property corner (PA12). A watercourse parallels the southern boundary of the Project site but does not represent a permanent source of water. It is not defined as a “blue line stream.” Instead, this feature serves to contain intermittent drainage, primarily from irrigation run-off. A permanent source of water is not located within the Project boundaries. Reference **Figure 2-3**, ***Aerial Photo***, provided in Chapter 2 of this DEIR.

The Project site is bounded as follows: Menifee North Specific Plan (MNSP) Planning Area (PA) 9 and PA10 to the immediate north (currently vacant land) and some Rural Residential uses to the north of PA9 and PA10; Business Park/Light Industrial and Public/Quasi-Public Facilities Districts to the south (currently vacant land, manufacturing uses and substation for Southern California Edison south of Highway 74); MNSP PA 16 to the east (currently , Rural Residential uses, and vacant land to the east beyond Menifee Road); and Palomar Road to the immediate west and MNSP PA7A, PA7B, and PA8 (currently vacant land and some commercial uses) to the west of Palomar Road.

The Project site is currently vacant. The surrounding area is a mix of single-family residential, commercial, and industrial land uses.

4.9.2.1.d Existing Noise Environment

Traffic noise along SR-74, Palomar Road, and Menifee Road will be the main source of noise impacting the Project site and the surrounding area. Roadway noise levels are projected at 100 feet from the centerline of each study roadway.

Table 4.9-1, *Existing Conditions Exterior Noise Levels Along Roadways (dBA CNEL)* indicates the existing exterior noise levels along the study roadways. The Project site currently experiences exterior noise levels of approximately 47.9 dBA CNEL – 69.1 dBA CNEL, with the lowest noise levels along Palomar Road, and the highest noise levels along SR-74.

Table 4.9-1
Existing Conditions Exterior Noise Levels Along Roadways (dBA CNEL)

Roadway[2]	Segment	Scenario ADT	CNEL at 100 Ft (dBA)	Distance to Contour (Ft)[3]			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Highway 74	West of Palomar Road	25,742	68.2	76	163	352	758
Highway 74	Palomar Road to Menifee Road	26,433	68.3	77	166	358	771
Highway 74	East of Menifee Road	31,899	69.1	87	188	406	874
Palomar Road	North of Highway 74	2,509	47.9	3	7	16	34
Palomar Road	South of Highway 74	5,569	51.4	6	12	27	57
Menifee Road	North of Highway 74	8,161	63.3	36	77	165	356
Menifee Road	South of Highway 74	11,186	64.6	44	95	204	439

[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.
[3] Refer to Appendix D of the *NIS* for projected noise level calculations.

4.9.2.2 Regulatory Setting

4.9.2.2.a Federal Regulations

Noise Control Act of 1972

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three (3) purposes:

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was originally tasked with implementing the Noise Control Act. However, it was eventually eliminated leaving other federal agencies and committees to develop noise policies and programs. Some examples of these agencies are as follows: The Department of Transportation (DOT) assumed a significant role in noise control through its various agencies; The Federal Aviation Agency (FAA) is responsible to regulate noise from aircraft and airports; The Federal Highway Administration (FHWA) is responsible to regulate noise from the interstate highway system; The Occupational Safety and Health Administration (OSHA) is responsible for the prohibition of excessive noise exposure to workers.

The Federal government and the State advocate that local jurisdiction use their land use regulatory authority to arrange new development in such a way that "noise sensitive" uses are either prohibited from being constructed adjacent to a highway or, or alternatively that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the Federal government and the State have preempted the setting of standards for noise levels that can be emitted by the transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

4.9.2.2.b State Regulations

<u>California Department of Health Services Office of Noise Control</u>

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the "Land Use Compatibility for Community Noise Environments Matrix." The matrix allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise.

Title 24 and the Uniform Building Code

The State of California has established noise insulation standards as outlined in Title 24 and the Uniform Building Code (UBC) which in some cases requires acoustical analyses to outline exterior noise levels and to ensure interior noise levels do not exceed the interior threshold. The State mandates that the legislative body of each county and city adopt a noise element as

part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.

4.9.2.2.c City of Menifee

The City of Menifee outlines their noise regulations and standards within the Noise Element from the General Plan and Municipal Code (reference Appendix A of the *NIS*). In addition, the County of Riverside Acoustical standards (reference Appendix B of the *NIS*) are also used to evaluate the roadway noise impacts to the proposed Project from the local roadway network.

Traffic Noise Regulation

The City's noise standards for residential development require that noise sensitive uses proposed to be located in areas with noise levels of 65 dBA LDN/CNEL or greater include the recommended mitigation measures or demonstrate the interior levels will not exceed an LDN/CNEL of 45 dBA.

Land Use Compatibility

The City of Menifee General Plan Noise Element Draft Environmental Impact Report (EIR) describes the Noise/Land Use Compatibility Standards for the site. These requirements classify exterior noise levels for land uses in four (4) categories. The four (4) noise ranges described are the following:

- **Normally Acceptable**. Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
- **Conditionally Acceptable**. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
- **Normally Unacceptable**. New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design.
- **Clearly Unacceptable**. New construction or development generally should not be undertaken.

Table 4.9-2, *Noise Land Use Compatibility*, notes the exterior noise level ranges for land use compatibility for the Project site and the various land uses surrounding the Project site:

Table 4.9-2
Noise Land Use Compatibility

Land Use	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Commercial	Below 70 dB CNEL	67.5-77.5 dB CNEL	Above 75 dB CNEL	- -
Residential - Low Density	Below 60 dB CNEL	55-70 dB CNEL	70-75 dB CNEL	Above 75 dB CNEL
Residential - Multiple Family	Below 65 dB CNEL	60-70 dB CNEL	70-75 dB CNEL	Above 75 dB CNEL

A copy of the City of Menifee General Plan Noise Element Draft EIR is included in Appendix C of the *NIS*.

Stationary Noise Regulation

Section 9.09.050(A) from the Municipal Code discusses the noise standards for stationary noise sources and states the following:

> No person shall create any sound, or allow the creation of any sound, on any property that causes the exterior and interior sound level on any other occupied property to exceed the sound level standards set forth in Table 1.

Section 9.09.050(A) from the Municipal Code Stationary Source Noise Standards Residential Land Use – Table 1

Time	Interior Standards	Exterior Standards
10:00 PM to 7:00 AM 7:00 AM to 10:00 PM	40 Leq (10 minute) 55 Leq (10 minute)	45 Leq (10 minute) 65 Leq (10 minute)

The Menifee Municipal Code, Section 9.09 (Noise Ordinance), provides exemptions for noise from certain sources. According to Section 9.09.020 – General Exemptions, exemptions relevant to the Project include:

- Property maintenance including lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of 7 a.m. and 8:00 p.m.;
- Motor vehicles, other than off-highway vehicles; and
- Heating and air conditioning equipment in proper repair.

This is included as **Standard Condition SC-NOI-1**.

Additionally, according to Section 9.09.030 – Construction-Related Exemptions, construction noise is exempt from applicable noise standards provided that:

- The construction project is located at least one-quarter mile from an inhabited dwelling; or
- Construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. from June through September and 6:00 p.m. and 7:00 a.m. from October through May.

This is included as **Standard Condition SC-NOI-2**.

The following are the applicable General Plan Noise Element Goals and Policies:

- **Goal N-1:** Noise-sensitive land uses are protected from excessive noise and vibration exposure.
  - **Policy N-1.1:** Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.
  - **Policy N-1.2:** Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the City's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.
  - **Policy N-1.3:** Require noise abatement measures to enforce compliance with any applicable regulatory mechanisms, including building codes and subdivision and zoning regulations, and ensure that the recommended mitigation measures are implemented.
  - **Policy N-1.7:** Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources adjacent to sensitive receptors:

Table N-1
Stationary Source Noise Standards

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

  - **Policy N-1.8:** Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state, and City noise standards and guidelines as a part of new development review.
  - **Policy N-1.9:** Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures.
  - **Policy N-1.10:** Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors adjacent to the I-215 or within the projected noise contours of any adjacent airports.
  - **Policy N-1.11:** Discourage the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.

4.9.2.2.d Vibration

Vibration consists of energy waves transmitted through solid material. Groundborne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may be composed of a single pulse, a series of pulses, or a continuous oscillatory

motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in hertz (Hz). The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz. Typical vibration from transportation and construction sources typically falls in the range of 10 to 30 Hz and usually centers around 15 Hz.

Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. Instantaneous groundborne vibration is measured by its peak particle velocity (PPV). The PPV is normally described in inches per second (in/sec). Excessive groundborne vibration has potential to result in structural damage.

Although groundborne vibration is sometimes noticeable in outdoor environments, groundborne vibration is almost never annoying to people who are outdoors. Ground vibration can be annoying to people within structures. Ground vibration generated by construction activity has the potential to damage structures. Ground vibration also has the potential to disrupt the operation of vibration-sensitive research and advanced technology equipment. Thus, the primary concern from construction- and transportation-related vibration is the ability to be intrusive and annoying to local residents and other indoor, vibration-sensitive land uses.

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration (i.e., 8 to 80 Hz). Vibration in buildings caused by construction activities may be perceived as motion of building surfaces or rattling of windows, items on shelves, and pictures hanging on walls. Vibration of building components can also take the form of an audible, low-frequency rumbling noise, which is referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when the structure and the construction activity are connected by foundations or utilities, such as sewer and water pipes.

4.9.2.2.e Applicable Vibration Standards - Local

Applicable City of Menifee General Plan Goals and Policies

The following General Plan policies are applicable to the Project, and are intended to prevent future vibration impacts include:

- **Goal N-1:** Noise-sensitive land uses are protected from excessive noise and vibration exposure.
  - **Policy N-1.13:** Require new development to minimize vibration impacts to adjacent uses during demolition and construction.
  - **Policy N-1.14:** Minimize vibration impacts on people and businesses near light and heavy rail lines or other sources of ground-borne vibration through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration. Require new development within 100 feet of rail lines to demonstrate, prior to project approval, that vibration experienced by residents and vibration-sensitive uses would not exceed these guidelines.

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

4.9.3 Thresholds of Significance

As discussed in Subchapter 4.9.1, the Project impacts to two (2) criteria pertaining to noise will be analyzed. According to the IS, the Project would have a significant impact if it would:

a. Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
b. Result in exposure of persons to or g Generation of excessive groundborne vibration or groundborne noise levels.

The questions posed in the IS are included for each topical section to guide the impact analysis and the above significance criteria represent a summary of the thresholds raised in the City's IS. The potential noise changes in the environment are addressed in response to the above thresholds in the following analysis.

4.9.4 Potential Impacts

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

Less Than Significant Impact with Mitigation Incorporated

4.9.4.1 Construction Noise

The construction noise analysis utilizes the typical construction noise levels provided by the Environmental Protection Agency (EPA) to develop a qualitative analysis based on several key construction parameters. Key parameters include distance from the nearest sensitive receptors, equipment usages, construction hours as permitted by the City of Menifee, and other baseline parameters for the Project site.

The *NIS* also evaluates potential vibration impacts on-site and the surrounding area based on the typical construction vibration levels referenced from the *Transit Noise and Vibration Impact Assessment* of the Federal Transit Administration.

The degree of construction noise and vibration will vary depending on the size and topographical features of the active construction zone, duration of the workday, types of equipment employed, phase of construction, and type of construction activity. The closest sensitive receptors to the Project site include existing residential to the north, west, and east. Short-term construction impacts are assessed with respect to noise and vibration at the nearest surrounding sensitive land uses.

During construction, the contractors will be required to comply with the Noise Ordinance from the City of Menifee Municipal Code. The City provides exemptions for construction activity operation during certain times. In order to ensure construction activity does not violate the City's noise standards, all construction activities should take place during daytime hours, Monday through Saturday, between 6:00 AM and 6:00 PM, June through September, and 7:00 AM to 6:00 PM, October through May. No construction activity shall occur on Sundays or nationally recognized holidays. Reference **Standard Condition SC-NOI-1** and **Standard Condition SC-NOI-2**.

Table 4.9-3, *Typical Construction Noise Levels* shows typical construction noise levels at 50 feet for different types of equipment compiled by the Environmental Protection Agency (EPA).

Table 4.9-3
Typical Construction Noise Levels
EQUIPMENT POWERED BY INTERNAL COMBUSTION ENGINES

Type	Noise Levels (dBA) at 50 Feet
Earth Moving	
Compactors (Rollers)	73 - 76
Front Loaders	73 - 84
Backhoes	73 - 92
Tractors	75 - 95
Scrapers, Graders	78 - 92
Pavers	85 - 87
Trucks	81 - 94
Materials Handling	
Concrete Mixers	72 - 87
Concrete Pumps	81 - 83
Cranes (Movable)	72 - 86
Cranes (Derrick)	85 - 87
Stationary	
Pumps	68 - 71
Generators	71 - 83
Compressors	75 - 86
IMPACT EQUIPMENT	
Type	Noise Levels (dBA) at 50 Feet
Pneumatic Wrenches	82 - 87
Jack Hammers, Rock Drills	80 - 99
Pile Drivers (Peak)	95-105
OTHER	
Type	Noise Levels (dBA) at 50 Feet
Vibrators	68 - 82
Saws	71 - 82

[1]Referenced Noise Levels from U.S. Environmental Protection Agency, "Noise from Construction Equipment and Operations, Building Equipment and Home Appliances," NTID300.1, December 31, 1971.

As shown in **Table 4.9-3**, construction activities have the potential to exceed the residential noise level standards in the City of Menifee. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by a few minutes at lower idling speeds. Although the single event exposure results in higher intermittent annoyance noise levels, the effect in the long-term ambient noise levels would be small when averaged over a longer time period.

In addition to City of Menifee noise standards, the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment* criteria are also used to establish significance thresholds. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA Leq for an 8-hour period. In compliance with the City's Municipal Code, it is assumed construction would not occur during the noise- sensitive nighttime hours.

Table 4.9-4, *Construction Related Noise Levels (dBA)*, shows the estimate construction noise levels at adjacent residential uses. Noise levels are calculated at 50 feet as a worst-case assessment of noise impacts. The actual location of construction equipment will vary over an 8-hour work day. FHWA Roadway Construction Noise Model output worksheets are provided in Appendix J of the Noise Study.

Table 4.9-4
Construction Related Noise Levels (dBA)[1]

Phase	Equipment	Quantity	Calculated Noise Level at 50 ft (dBA)		Combined 8-hr Noise Level (dBA)
			Lmax	Leq	Leq
Grading	Excavators	2	80.7	76.7	88.2
	Graders	1	85.0	81.0	
	Rubber Tired Dozers	1	81.7	77.7	
	Scrapers	2	83.6	79.6	
	Tractors/Loaders/Backhoes	2	84.0	80.0	
Building Construction	Cranes	1	80.7	76.7	88.2
	Forklifts	3	85.0	81.0	
	Generator Sets	1	81.7	77.7	
	Tractors/Loaders/Backhoes	3	80.6	72.6	
	Welders	1	75.0	71.0	
Paving	Pavers	2	77.2	74.2	81.2
	Paving Equipment	2	80.0	73.0	
	Rollers	2	80.0	73.0	
Architectural Coating	Air Compressors	1	77.7	73.7	73.7
Maximum Construction Phase Noise Level - Leq (dBA)					88.2
FTA 8-Hour Residential Construciton Noise Threshold - Leq (dBA)					80
Potentially Significant Short-Term Noise Impact (Yes/No?)					Yes

[1] Construction noise levels calculated using the Federal Highway Administration Roadway Construction Noise Model Version 1.1. Noise levels calculated based on average distance of equipment over an 8-hour period (near center of site); 50 feet from property line.

Standard Conditions SC-NOI-1 (The Menifee Municipal Code, Section 9.09 (Noise Ordinance), Section 9.09.020 – General Exemptions), and **SC-NOI-2** (The Menifee Municipal Code, Section 9.09 (Noise Ordinance), Section 9.09.030 – Construction-Related Exemptions shall apply to the Project as they apply to construction noise and other Project generated noise. In addition, **Mitigation Measures MM-NOI-1** through **MM-NOI-5** shall be implemented to reduce construction noise to a less than significant level. **Mitigation Measure MM-NOI-1** requires that during construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment shall be turned off when not in use. **Mitigation Measure MM-NOI-2** requires that construction staging areas should be located as far from noise sensitive land uses as reasonably feasible, and **Mitigation Measure MM-NOI-3** requires that no pile driving, vibratory rollers, or heavy earth work activity, such as blasting is expected to take place during Project construction. However, if such activity is required, additional vibratory analysis and monitoring may be necessary. This will be determined during grading activities, and if discovered, may be subject to additional environmental review. It is not anticipated and is only discussed here for disclosure purposes.

With adherence to **Standard Conditions SC-NOI-1** and **SC-NOI-2**, and implementation of **Mitigation Measures MM-NOI-1** through **MM-NOI-5**, Project impacts from construction will remain less than significant.

4.9.4.1.a Operational Noise

Traffic Noise Modeling

Traffic noise from vehicular traffic was projected using a version of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the key input parameters. Roadway segment traffic data, traffic volumes, and percentages were obtained through the County of Riverside Department of Environmental Health and the *Palomar Crossing Traffic Impact Analysis, City of Menifee,* dated September 10, 2019, prepared by RK Engineering Group, Inc. (*TIA,* **Appendix I**). The referenced traffic data was applied to the model and is provided in Appendix B of the *NIS*.

Table 4.9-5, *Roadway Parameters and Vehicle Distribution*, indicates the roadway parameters and vehicle distribution utilized for the *NIS*. The following outlines the key adjustments made to the computer model for the roadway inputs:

- Roadway classification – (e.g. expressway, urban arterial, arterial, major, mountain arterial, secondary, collector, etc.)
- Roadway Active Width – (distance between the center of the outer most travel lanes on each side of the roadway)
- Average Daily Traffic (ADT) Volumes, Travel Speeds, Percentages of automobiles, medium trucks, and heavy trucks
- Roadway grade and angle of view
- Site Conditions (e.g. soft vs. hard)
- Percentage of total ADT which flows each hour throughout a 24-hour period

Table 4.9-5
Roadway Parameters and Vehicle Distribution

Roadway	Classification	Lanes	2023 Cumulative Conditions Plus Project (ADT)[1]	Speed (MPH)	Site Conditions
Highway 74 (West of Palomar Rd)	Expressway	8	40,473	65	Soft
Highway 74 (Palomar Rd to Menifee Rd)	Expressway	8	41,685	65	Soft
Highway 74 (East of Menifee Rd)	Expressway	8	44,466	65	Soft
Palomar Road (North of Highway 74)	Collector	2	5,208	35	Soft
Palomar Road (South of Highway 74)	Collector	2	7,858	35	Soft
Menifee Road (North of Highway 74)	Urban Arterial	6	11,778	60	Soft
Menifee Road (South of Highway 74)	Urban Arterial	6	17,310	60	Soft

Road Vehicle Distribution (Truck Mix) - Expressways and Major/Arterial Highways [2]

Motor-Vehicle Type	Daytime % (7 AM - 7 PM)	Evening % (7 PM - 10 PM)	Night % (10 PM - 7 AM)	Total % of Traffic Flow
Automobiles	69.5	12.9	9.6	92.00
Medium Trucks	1.44	0.06	1.5	3.00
Heavy Trucks	2.4	0.1	2.5	5.00

Road Vehicle Distribution (Truck Mix) - Secondary/Collector Roadways [2]

Motor-Vehicle Type	Daytime % (7 AM - 7 PM)	Evening % (7 PM - 10 PM)	Night % (10 PM - 7 AM)	Total % of Traffic Flow
Automobiles	73.6	13.6	10.22	97.42
Medium Trucks	0.9	0.04	0.9	1.84
Heavy Trucks	0.35	0.04	0.35	0.74

[1] Buildout volumes are referenced from *Palomar Crossing Traffic Impact Analysis, City of Menifee,* (**Appendix I**).
[2] Vehicle percentages utilized from Riverside County Traffic Data (Appendix B of the *NIS*).

The following outlines key adjustments to the computer model for the Project site parameter inputs:

- Vertical and horizontal distances (Sensitive receptor distance from noise source)
- Noise barrier vertical and horizontal distances (Noise barrier distance from sound source and receptor).
- Traffic noise source spectra
- Topography

The traffic noise along study area roadways was modeled. In the *NIS*, the traffic noise levels are more general, as the noise model does not take into account the changes in topography, distance of the nearest building façade, and several other factors. Roadway noise levels are projected approximately 100 feet from the centerline of each study roadway. The Project noise calculation worksheet outputs are provided in Appendices D-I of the *NIS*.

Future Exterior Noise

The NIS analyzed the changes to future traffic noise levels along roadways near the proposed Project site and compares the results to the City's Noise Standards

Traffic noise along SR-74, Palomar Road, and Menifee Road will be the main source of noise impacting the Project site and the surrounding area. Roadway noise levels are projected at 100 feet from the centerline of each study roadway. The Project was analyzed based on Opening Year 2023 Baseline and Cumulative Conditions with and without Project roadway noise scenarios.

1. Traffic Source Noise – Opening Year 2023 Baseline Conditions

Table 4.9-6, *Opening Year 2023 Baseline Conditions Without Project Exterior Noise Levels Along Roadways (dBA CNEL)*, **Table 4.9-7, *Opening Year 2023 Baseline Conditions With Project Exterior Noise Levels Along Roadways (dBA CNEL)***, **Table 4.9-8, *Summary of Roadway Noise Impact Analysis (dBA CNEL) Opening Year 2023 Baseline Conditions*** indicate the Opening Year 2023 Baseline Conditions (existing traffic plus ambient growth) without Project and with Project scenario. The Project is anticipated to have a minimal impact on the Opening Year 2023 Baseline traffic noise levels. Noise levels are expected to increase by a maximum of 2.4 dBA CNEL, as a result of the Project, along various roadway segments near the Project site, as indicated in **Table 4.9-8**. The threshold of significance for determining significant changes to the ambient environment is 3 dB. Typically, the human ear can barely perceive a change in noise level of 3 dB. Therefore, the Project will have a less than significant impact. A copy of the roadway noise calculations for Baseline conditions are included in Appendices E & F of the *NIS*.

Table 4.9-6
Opening Year 2023 Baseline Conditions Without Project Exterior Noise Levels Along Roadways (dBA CNEL)

Roadway[2]	Segment	Scenario ADT	CNEL at 100 Ft (dBA)	Distance to Contour (Ft)[3]			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Highway 74	West of Palomar Road	29,221	68.7	82	178	383	825
Highway 74	Palomar Road to Menifee Road	30,005	68.9	84	181	390	839
Highway 74	East of Menifee Road	36,210	69.7	95	205	442	951
Palomar Road	North of Highway 74	2,848	48.5	4	8	17	37
Palomar Road	South of Highway 74	6,322	51.9	6	13	29	62
Menifee Road	North of Highway 74	9,264	63.8	39	83	180	387
Menifee Road	South of Highway 74	12,698	65.2	48	103	222	478

[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.
[3] Refer to Appendix D of the *NIS* for projected noise level calculations.

Table 4.9-7
Opening Year 2023 Baseline Conditions With Project Exterior Noise Levels Along Roadways (dBA CNEL)

Roadway[2]	Segment	Scenario ADT	CNEL at 100 Ft (dBA)	Distance to Contour (Ft)[3]			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Highway 74	West of Palomar Road	33,361	69.3	90	194	418	901
Highway 74	Palomar Road to Menifee Road	35,389	69.6	94	202	435	937
Highway 74	East of Menifee Road	37,590	69.8	98	210	453	975
Palomar Road	North of Highway 74	5,002	50.9	5	12	25	53
Palomar Road	South of Highway 74	7,702	52.8	7	15	33	71
Menifee Road	North of Highway 74	10,340	64.3	42	90	194	417
Menifee Road	South of Highway 74	14,076	65.6	51	110	238	512

[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.
[3] Refer to Appendix E of the *NIS* for projected noise level calculations.

Table 4.9-8
Summary of Roadway Noise Impact Analysis (dBA CNEL) Opening Year 2023 Baseline Conditions

Roadway[2]	Segment	CNEL at 100 Feet (dBA)[3]			Does Project Generate a Significant Impact (3 dBA or more)?
		Existing Plus Ambient Without Project	Existing Plus Ambient With Project	Change as a Result of Project	
Highway 74	West of Palomar Road	68.7	69.3	0.6	NO
Highway 74	Palomar Road to Menifee Road	68.9	69.6	0.7	NO
Highway 74	East of Menifee Road	69.7	69.8	0.1	NO
Palomar Road	North of Highway 74	48.5	50.9	2.4	NO
Palomar Road	South of Highway 74	51.9	52.8	0.9	NO
Menifee Road	North of Highway 74	63.8	64.3	0.5	NO
Menifee Road	South of Highway 74	65.2	65.6	0.4	NO

[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.
[3] Refer to Appendices E & F of the *NIS* for projected noise level calculations.

2. Traffic Source Noise – Opening Year 2023 Cumulative Conditions

Table 4.9-9, *Opening Year 2023 Cumulative Conditions Without Project Exterior Noise Levels Along Roadways (dBA CNEL)*, **Table 4.9-10, *Opening Year 2023 Cumulative Conditions With Project Exterior Noise Levels Along Roadways (dBA CNEL)***, **Table 4.9-11, *Summary of Roadway Noise Impact Analysis (dBA CNEL) Opening Year 2023 Cumulative Conditions*** indicate the Opening Year 2023 Cumulative Conditions (existing traffic plus ambient growth plus cumulative development traffic) without Project and with Project scenario. The Project is anticipated to have a minimal impact on the Opening Year 2023 Cumulative traffic noise levels. Noise levels are expected to increase by a maximum of 2.4 dBA CNEL, as a result of the Project, along various roadway segments near the Project site, as indicated in **Table 4.9-11**. The threshold of significance for determining significant changes to the ambient environment is 3 dB. Typically, the human ear can barely perceive a change in noise level of 3 dB. Therefore, the Project will not have a significant impact. A copy of the roadway noise calculations for Cumulative conditions are included in Appendices G & H of the *NIS*.

Table 4.9-9
Opening Year 2023 Cumulative Conditions Without Project Exterior Noise Levels Along Roadways (dBA CNEL)

Roadway[2]	Segment	Scenario ADT	CNEL at 100 Ft (dBA)	Distance to Contour (Ft)[3]			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Highway 74	West of Palomar Road	36,333	72.8	153	330	711	1,531
Highway 74	Palomar Road to Menifee Road	36,301	72.8	153	330	710	1,530
Highway 74	East of Menifee Road	43,086	73.5	172	370	796	1,715
Palomar Road	North of Highway 74	3,054	52.9	7	16	34	73
Palomar Road	South of Highway 74	6,478	56.2	12	26	56	120
Menifee Road	North of Highway 74	10,702	65.5	50	108	232	499
Menifee Road	South of Highway 74	15,932	67.2	65	140	302	651

[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.
[3] Refer to Appendix E & F of the *NIS* for projected noise level calculations.

Table 4.9-10
Opening Year 2023 Cumulative Conditions With Project Exterior Noise Levels Along Roadways (dBA CNEL)

Roadway[2]	Segment	Scenario ADT	CNEL at 100 Ft (dBA)	Distance to Contour (Ft)[3]			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Highway 74	West of Palomar Road	40,473	73.2	165	354	764	1,645
Highway 74	Palomar Road to Menifee Road	41,685	73.4	168	362	779	1,678
Highway 74	East of Menifee Road	44,466	73.7	175	377	813	1,752
Palomar Road	North of Highway 74	5,208	55.3	10	22	48	104
Palomar Road	South of Highway 74	7,858	57.0	14	29	64	137
Menifee Road	North of Highway 74	11,778	65.9	53	115	247	532
Menifee Road	South of Highway 74	17,310	67.6	69	148	319	688

[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.
[3] Refer to Appendix G of the *NIS* for projected noise level calculations.

Table 4.9-11
Summary of Roadway Noise Impact Analysis (dBA CNEL) Opening Year 2023 Cumulative Conditions

Roadway[2]	Segment	CNEL at 100 Feet (dBA)[3]			Does Project Generate a Significant Impact (3 dBA or more)?
		Existing Plus Ambient Plus Cumulatives Without Project	Existing Plus Ambient Plus Cumulatives With Project	Change as a Result of Project	
Highway 74	West of Palomar Road	72.8	73.2	0.4	NO
Highway 74	Palomar Road to Menifee Road	72.8	73.4	0.6	NO
Highway 74	East of Menifee Road	73.5	73.7	0.2	NO
Palomar Road	North of Highway 74	52.9	55.3	2.4	NO
Palomar Road	South of Highway 74	56.2	57.0	0.8	NO
Menifee Road	North of Highway 74	65.5	65.9	0.4	NO
Menifee Road	South of Highway 74	67.2	67.6	0.4	NO

[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.
[3] Refer to Appendices G & H of the *NIS* for projected noise level calculations.

Noise/Land Use Compatibility

The NIS also analyzed the land use compatibility for the Project site. **Table 4.9-12, *Noise/Land Use Compatibility (dBA CNEL)*** details the Land Use Compatibility rating for each Planning Area within the Project site.

Table 4.9-12
Noise/Land Use Compatibility (dBA CNEL)

Study Locations	Land Use	Estimated Future Noise Level (CNEL)[2]	Noise/Land Use Compatibility Rating
Planning Area 11	Residential	55.3 - 62.6	Normally / Conditionally Acceptable
Planning Area 12 (West)	Commercial	59.5 - 62.9	Normally Acceptable
Planning Area 12 (East)	Residential	55.2 - 61.8	Normally / Conditionally Acceptable
Planning Area 13 (West)	Commercial	61.9 - 69.5	Normally / Conditionally Acceptable
Planning Area 13 (East)	Commercial	61.9 - 69.3	Normally / Conditionally Acceptable

[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.
[3] Refer to Appendix I of the *NIS* for projected noise level calculations.

The analysis below pertains to three (3) planning areas (PA), PA11, PA12, and PA13. PA14 would be reduced in acreage from 11.7 to 9.27 by redistributing areas into PA12 and PA13. The remainder of PA14 is not being changed and has not been included in this analysis. The land use designation for these planning areas are as follows:

- PA 11 – High Density Residential
- PA 12 (West) – General Retail/Commercial
- PA 12 (East) – High Density Residential
- PA 13 (West) – General Retail/Commercial
- PA 13 (East) – General Retail/Commercial

It is estimated that future exterior noise levels within the Project site will range from approximately 55.2 dBA CNEL – 69.5 dBA CNEL. As a result, estimated future CNEL noise levels indicate that all planning areas for both land uses fall within both the Normally Acceptable and Conditionally Acceptable rating, with the exception of PA 12 (West), which is expected to fall within the Normally Acceptable rating only.

Based on the City of Menifee adopted Land Use Compatibility for Community Noise Environments Matrix, projects with land uses that fall within the Conditionally Acceptable rating indicate the following is required:

> *New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.*

Therefore, residential noise levels would meet the exterior and interior noise standards with the implementation of **Mitigation Measures MM-NOI-6** and **MM-NOI-7** described in Section 4.9.5. **Mitigation Measure MM-NOI-6** requires the Project applicant shall employ noise control barriers. **Mitigation Measure NOI-5** requires the Project applicant to submit a final detailed noise assessment to ensure all City of Menifee noise level standards are met prior to the issuance of a building permit.

With the incorporation of **Mitigation Measure MM-NOI-1** through **MM-NOI-7** the Project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Any impacts would be reduced to a less than significant level.

THRESHOLD b: Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant with Mitigation Incorporated

The *NIS* also evaluated potential vibration impacts on-site and the surrounding area based on the typical construction vibration levels referenced from the *Transit Noise and Vibration Impact*

Assessment of the Federal Transit Administration.

Operational activities are separated into two different categories. The vibration can be transient or continuous in nature. Each category can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of equipment causes ground vibrations that spread through the ground and diminish in strength with distance.

Buildings in the vicinity of the Project area site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. The thresholds from Caltrans Transportation and Construction Induced Vibration Guidance Manual in **Table 4.9-13, *Guideline Vibration Annoyance Potential Criteria*** provide general guidelines as to the maximum vibration limits for when vibration becomes potentially annoying.

Table 4.9-13
Guideline Vibration Annoyance Potential Criteria

Human Response	PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.90	0.10
Severe	2.00	0.40

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

The Caltrans Transportation and Construction Induced Vibration Guidance Manual provide general thresholds and guidelines as to the vibration damage potential from vibratory impacts. **Table 4.9-14, *Guideline Vibration Damage Potential Threshold Criteria*** provides general vibration damage potential thresholds:

Table 4.9-14
Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Soil conditions have an impact on how vibration propagates through the ground. The Caltrans Transportation and Construction Induced Vibration Guidance Manual provide suggested "n" values based on soil class. **Table 4.9-15, *Suggested "n" Values Based on Soil Classes***, outlines the manual's suggested values and description.

Table 4.9-15
Suggested "n" Values Based on Soil Classes

Soil Class	Description of Soil Material	Suggested Value of "n"
I	Weak or soft soils: loose soils, dry or partially saturated peat and muck, mud, loose beach sand, and dune sand.	1.4
II	Most sands, sandy clays, silty clays, gravel, silts, weathered rock.	1.3
III	Hard soils: dense compacted sand, dry consolidated clay, consolidated glacial till, some exposed rock.	1.1
IV	Hard, component rock: bedrock, freshly exposed hard rock.	1.0

Vibratory impacts during construction are assessed for structural damage to adjacent buildings located off-site. The construction vibration assessment utilizes the referenced vibration levels and methodology set-forth within the *Caltrans Transportation and Construction Induced Vibration Guidance Manual* (*Caltrans Guidance Manual*).

Table 4.9-16, *Typical Construction Vibration Levels* shows typical vibration levels from construction equipment, and **Table 4.9-17, *Construction Vibration Threshold Criteria*** indicates the construction vibration threshold criteria for various types of structures.

Table 4.9-16
Typical Construction Vibration Levels[1]

Equipment	Peak Particle Velocity (PPV) (inches/second) at 25 feet	Approximate Vibration Level (LV) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

[1] Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006

Table 4.9-17
Construction Vibration Threshold Criteria

Damage Potential Threshold Criteria[1]		
Structure and Condition	**Duration**	
	Transient Sources - PPV (in/sec)	**Continuous/Frequent Sources - PPV (in/sec)**
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

[1] Vibration analysis is based on the Caltrans Guidance Manual for Transportation and Construction-Induced Vibration, June 2004.

The Project is not expected to require the use of impact pile driving, vibratory rollers, or heavy earth moving activities, such as blasting that may result in significant groundborne vibration. The nearest buildings located on site are considered older residential structures and/or modern industrial/commercial buildings. The damage potential threshold to said structures, according to the *Caltrans Guidance Manual*, is 0.5 PPV (in/sec) for older residential structures, and 2.0 PPV (in/sec) for modern industrial/commercial buildings. **Mitigation Measures MM-NOI-1** through **MM-NOI-5** have been provided in Section 4.9.5 to ensure that construction vibration levels are minimized to create a less than significant impact that will also be below the damage threshold of significance.

Additionally, the existing Edison utility towers located in the easement area of PA 12 and PA 13 would be considered modern structures and are estimated to have a minimum damage potential threshold of 0.5 PPV. As shown in **Tables 4.9-16** and **4.9-17**, the Project is not expected to generate groundborne vibration activities that would significantly impact the existing Edison towers.

4.9.5 Standard Conditions and Mitigation Measures

Standard Condition(s)

Standard Conditions SC-NOI-1 (The Menifee Municipal Code, Section 9.09 (Noise Ordinance), Section 9.09.020 – General Exemptions), and **SC-NOI-2** (The Menifee Municipal Code, Section 9.09 (Noise Ordinance), Section 9.09.030 – Construction-Related Exemptions shall apply to the Project as they apply to construction noise and other Project generated noise.

SC-NOI-1 **The Menifee Municipal Code, Section 9.09 (Noise Ordinance), Section 9.09.020 – General Exemptions, exemptions relevant to the Project include:**

- **Property maintenance including lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of 7 a.m. and 8:00 p.m.;**
- **Motor vehicles, other than off-highway vehicles; and**
- **Heating and air conditioning equipment in proper repair.**

SC-NOI-2 **The Menifee Municipal Code, Section 9.09 (Noise Ordinance), Section 9.09.030 – Construction-Related Exemptions, construction noise is exempt from applicable noise standards provided that:**

- **The construction project is located at least one-quarter mile from an inhabited dwelling; or**
- **Construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. from June through September and 6:00 p.m. and 7:00 a.m. from October through May.**

Mitigation Measure(s)

Construction Noise Mitigation Measures

Mitigation Measures MM-NOI-1 through **MM-NOI-5** shall be implemented to reduce construction noise to a less than significant level:

MM-NOI-1 **During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment shall be turned off when not in use.**

MM-NOI-2 **Construction staging areas should be located as far from noise sensitive land uses as reasonably feasible.**

MM-NOI-3 **No pile driving, vibratory rollers, or heavy earth work activity, such as blasting is expected to take place during project construction; however, if such activity is required, additional vibratory analysis shall be required.**

MM-NOI-4 **A noise monitoring program shall be implemented during construction. The monitoring program will alert construction management personnel when noise levels approach the upper limits of the 8-hour Leq exceedance threshold (80 dBA) along the adjacent residential uses. Construction activity shall cease prior to noise levels exceeding the 8-hour threshold.**

MM-NOI-5 **Prior to any grading between the western portion of PA 12 and northern portion of PA 14, the Project proponent shall install a temporary noise barrier shall be installed along the western portion of PA 12 and northern portion of PA 14 to shield adjacent residential units from the line of sight of the construction activity. Temporary noise barriers shall provide a minimum noise level attenuation of 10.0 dBA when Project construction occurs near existing noise-sensitive structures. The noise control barrier must present a solid face from top to bottom. The noise control barrier must be high enough and long enough to block the view of the noise source. Unnecessary openings shall not be made.**

- **The noise barriers must be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.**
- **The noise control barriers and associated elements shall be completely removed**

Operational Mitigation Measures

Mitigation Measure NOI-6 and **Mitigation Measure NOI-7** shall be implemented to reduce operational noise to a less than significant level:

MM-NOI-6 **Noise Control Barrier Materials. The Project applicant shall employ noise control barriers. The designed noise screening will only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the Project site. Noise control barriers may be constructed using one, or any combination of the following materials:**

- **Masonry block;**
- **Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot;**
- **Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot;**
- **Earthen berm.**

The noise barrier must present a solid face from top to bottom. Preventable openings or decorative cutouts shall not be made. All gaps (except for weep holes) shall be filled with grout or caulking to avoid flanking.

MM-NOI-7 Prior to the issuance of a building permit, the Project applicant shall submit a final detailed noise assessment to ensure all City of Menifee noise level standards are met. The residential exterior area of the Project site is forecast to experience exterior traffic noise levels that exceed the City standard of 65 dBA CNEL. Therefore, habitable outdoor areas may require noise barriers. The ultimate height and location of any noise barriers will be determined based upon a final noise analysis. The following criteria shall apply:

- **A "windows closed" condition with upgraded STC rated windows will likely be required for residential units in Planning Area 11 and 12 (East). Per UBC requirements, the project must supply a means of fresh air mechanical ventilation (e.g. air conditioning) for buildings that require the windows closed condition.**
- **For proper acoustical performance, all exterior windows, doors, and sliding glass doors should have a positive seal and leaks/cracks must be kept to a minimum.**
- **All rooftop mounted mechanical equipment and/or HVAC units should be shielded by a parapet wall. Shielding/parapet walls should be at least as high as the equipment.**
- **Noise shielding walls may be required along the southern boundary of Planning Area 11 and 12 (East) to shield noise from adjacent proposed commercial uses. Such noise includes, but is not limited to: delivery/trash truck operations, parking lot noise, HVAC equipment noise, etc.**

4.9.6 Cumulative Impacts

For the proposed Project, cumulative impacts are the incremental effects of the proposed Project when viewed in connection with the effects of past, current, and potential future projects within the cumulative impact area of the City of Menifee. The cumulative impact area for the Project is the site and its immediate environs.

Project construction will not result in exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan, as implemented by the City's Noise Ordinance. With adherence to **Standard Conditions SC-NOI-1**, and **SC-NOI-2**, and implementation of **Mitigation Measures MM-NOI-1** through **MM-NOI-5** construction-related noise impacts will be reduced to a less than significant level. During operations, the Project will be required to implement **Mitigation Measures MM-NOI-6** and **MM-NOI-7** to address noise impact onto proposed residential units. With implementation of **Mitigation Measures MM-NOI-6** and **MM-NOI-7**, operational impacts will be reduced to less than significant level.

As vibration levels would generally not be perceptible to the average person and would not result in cosmetic nor structural damage to buildings, vibration impacts from Project construction would be less than significant.

Based on this information, no cumulative impacts are anticipated from the implementation of the proposed Project.

4.9.7 Unavoidable Significant Adverse Impacts

As stated above in the analysis above, with adherence to **Standard Conditions SC-NOI-1**, and **SC-NOI-2**, and implementation of **Mitigation Measures MM-NOI-1** through **MM-NOI-5** construction-related noise impacts will be reduced to a less than significant level. During operations, the Project will be required to implement **Mitigation Measures MM-NOI-6** and **MM-NOI-7** to address noise impact onto proposed residential units. With implementation of **Mitigation Measures MM-NOI-6** and **MM-NOI-7**, operational impacts will be reduced to less than significant level. As vibration levels would generally not be perceptible to the average person and would not result in cosmetic nor structural damage to buildings, vibration impacts from Project construction would be less than significant.

No unavoidable, significant adverse noise impacts will occur as a result of Project implementation.

4.10 POPULATION AND HOUSING

4.10.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of population and housing from implementation of the Project. The Population and Housing Section of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
b. Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Based on the analysis in the IS it was determined that the question pertaining to issue area b., related to population and housing (in the questions asked above), **would not** require any further analysis in the Draft Environmental Impact Report (DEIR). As it pertains to this question, the IS identified "no impact" as a result of implementation of the Project.

Based on the analysis in the IS, the remaining one (1) issue area a., related to population and housing in the questions asked above, **would** be further analyzed in the DEIR.

No standard conditions or mitigation measures have been carried over to this DEIR from the IS.

In addition to the IS, the following sources were used in the evaluation presented in this Subchapter:

- *GPEIR (Chapter 5.14 – Population and Housing)*
  https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report
- 2010 U.S. Census
  https://www.census.gov/2010census/
- State of California Department of Finance
  http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/
- Southern California Association of Governments Final 2016 RTP/SCS, Demographics & Growth Forecasts Appendix
  http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf
- Governor's Office of Planning and Research, Infill Development
  http://www.opr.ca.gov/planning/land-use/infill-development/
- City of Menifee Zoning Map
  https://www.cityofmenifee.us/147/City-Maps
- Google Maps
  http://google.com/maps

Comment Letters Received on the Notice of Preparation (NOP)

***Comment Letter # 6*: Southern California Association of Governments (dated 03/27/19). This letter contains comments pertaining to transportation, air quality, and land use compatibility impacts:**

- Southern California Association of Governments (SCAG) is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities.
- SCAG reviews EIRs for Projects of regional significance for consistency with regional plans pursuant to CEQA and the CEQA Guidelines.
- SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for the preparation of the Regional Transportation Plan (RTP), including the Sustainable Communities Strategy (SCS).
- SCAG has reviewed the NOP for the Project.
- SCAG asks that environmental documentation be mailed to SCAG's office in Los Angeles or emailed to the contact information in the letter.
- The Lead Agency has the sole discretion in determining a local project's consistency with the RTP/SCS.
- SCAG recommends preparing an analysis that compares the Project side-by-side with SCAG's 2016 RTP/SCS Goals to determine whether the Project is consistent, inconsistent or in-applicable with the regional goals.
- A wide range of land use and transportation strategies are included in the 2016 RTP/SCS.
- Adopted demographics and growth forecasts (population, households and employment) are provided for the SCAG Region and for City of Menifee for the years 2020, 2035, and 2040.
- The Final Program EIR for the 2016 RTP/SCS includes a list of project-level performance-based mitigation measures that are applicable and feasible. These mitigation measures may be considered by the City for adoption and implementation.
- The City as Lead Agency is responsible for assigning project-level mitigation to meet project-level performance standards for each CEQA resource category.

*Response: As side-by-side comparison of SCAG's 2016 RTP/SCS Goals with discussions of the consistency, non-consistency, or non-applicability of the goals and supportive analysis in a table format (recommend by SCAG) is provided in Section 4.8.4, Land Use and Planning, Threshold "b." The purpose of the 2016 RTP/SCS strategies paragraph in this comment letter was to inform the lead agency (City) of the strategies within the document. A Project is consistent with the RTP/SCS goals; if at least one or more of the strategies applies to the Project. It should be noted that these strategies are provided as **guidance** to lead agencies when the Project is under consideration. Only one mitigation measure from the 2016 RTP/SCS Final PEIR is applicable to the Project. Please refer to the discussion below.*

No comments regarding population and housing were received in response to the Notice of Preparation at the Scoping Meeting held on March 11, 2019.

Therefore, the above issue 4.10.a. is the focus of the following evaluation of population and housing.

4.10.2 Environmental Setting

4.10.2.1 Population and Housing Setting

As shown in **Table 4.10-1, *Population Forecasts***, the population of Menifee was estimated at 77,519 in 2010 and is estimated to have increased to 93,452 in 2019. The population in Menifee is projected to be 121,000 in 2040. This represents an increase in population in Menifee of 43,481, or a 56.1% increase between 2010 and 2040.

Table 4.10-1 also shows that the population of Riverside County was estimated to be 1,733,694 in 2010, and is estimated to have increased to 2,440,124 in 2019. The population in Riverside County is projected to be 3,183,000 in 2040. This represents an increase in population in Riverside County of 1,449,306, or an 83.6% increase between 2010 and 2040.

Table 4.10-1
Population Forecasts

	2010 Count[1]	2019 Estimate[2]	2040 Forecast[3]	Increase 2010-2040	Percent Increase, 2010-2035
City of Menifee	77,519	93,452	121,000	43,481	56.1%
Riverside County	1,733,694	2,440,124	3,183,000	1,449,306	83.6%

Sources:
[1] 2010 US Census
[2] State of California Department of Finance, January 1, 2019
[3] SCAG 2016

As shown in **Table 4.10-2, *Household Forecasts***, the number of households in Menifee was estimated to be 27,461 in 2010 and is estimated to have increased to 34,769 in 2019. The number of households in Menifee is projected to be 48,100 in 2040. This represents an increase in the number of households in Menifee of 20,639, or a 75.1% increase between 2010 and 2040.

Table 4.10-2 also shows that the number of households in Riverside County was estimated to be 525,018 in 2010 and is estimated to have increased to 847,851 in 2017. The number of households in Riverside County is projected to be 1,054,300 in 2040. This represents an increase in the number of households in in Riverside County of 529,282 or a 100.8% increase between 2010 and 2040.

Table 4.10-2
Household Forecasts

	2010 Count[1]	2019 Estimate[2]	2040 Forecast[2]	Increase, 2010-2040	Percent Increase, 2010-2025
City of Menifee	27,461	34,769	48,100	20,639	75.1%
Riverside County	525,018	847,851	1,054,300	529,282	100.8%

Sources:
[1] 2010 US Census
[2] State of California Department of Finance, January 1, 2019

4.10.2.2 Land Use Setting

The General Plan Land Use designation for the site is SP. The Project site is bordered on the north by vacant land and some rural residential uses, on the south by Highway 74, business park, and public facilities uses, on the east by Menifee Road, rural residential uses, and vacant land, and Palomar Road to the immediate west, vacant land, some commercial uses.

Table 4.10-3, *Surrounding Land Uses*, lists the different uses that are located immediately adjacent to the proposed Project site.

Table 4.10-3
Surrounding Land Uses

Direction	General Plan Land Use Designation	Zoning Classification	Existing Land Use
Project Site	Menifee North Specific Plan	Existing: Menifee North Specific Plan (PA11 & PA12 Business Park, PA13 Commercial Business Park, PA14 Commercial) Proposed: Menifee North Specific Plan (PA11 Very High Density Residential, PA12 Commercial / Very High Density Residential, PA13 Commercial, PA14 Commercial)	Vacant and Southern California Edison transmission lines.
North	Menifee North Specific Plan and Rural Residential (RR1)	SP Zone (PA 9 Residential Medium 3.5 du/ac and PA 10 Community Park) and Residential Agricultural (R-A)	Vacant land and some rural residential uses
South	Business Park (BP) and Public Facilities (PF)	Manufacturing - Medium (M-M) and Rural Residential (R-R)	Highway 74 to the immediate south and business park and public facilities uses south of Highway 74
East	Menifee North Specific Plan, and Residential (2.1-5R),)	SP Zone (PA 16 Commercial) and Light Agriculture (A-1)	Menifee Road, rural residential uses, and vacant land
West	Menifee North Specific Plan	SP Zone (PA 7A Residential Medium 5.6 du/ac, PA 7B Residential High 7.3 du/ac and, PA 8- Commercial)	Palomar Road to the immediate west, vacant land, some commercial uses

Source: IS (DEIR Subchapter 8.3)

4.10.2.3 Infrastructure (Sewer, Water and Roadways) Setting

4.10.2.3.a Sewer

Future project-specific development within the Project site boundaries will require a new Backbone Sewer Main to be extended one-third (⅓) of a mile north along Menifee Road from the existing 15" sewer main in McLaughlin Road, as shown on the *SP 260S1* – Master Sewer Plan.

4.10.2.3.b Water

the Project site is located within the water service district boundary of the Eastern Municipal Water District (EMWD) which has an existing water line located adjacent to the Project site in SR-74, with additional lines located contiguous to the Project site's northeast corner in Menifee Road and Stone Lane.

4.10.2.3.c Roadways

Figure 4.13-1, *Existing Lane Geometry and Traffic Controls* (in this DEIR, Subchapter 4.13, Transportation) identifies the existing roadway conditions within the study. The Project site is bounded by SR-74 to the south, Palomar Road to the west and Menifee Road to the east. The number of through traffic lanes for existing roadways and the existing intersection controls are identified.

4.10.2.4 Regulatory Setting

State and local laws, regulations, plans, or guidelines that are applicable to the proposed project are summarized below.

4.10.2.4.a State

<u>California Housing Element Law</u>

State law requires local communities to plan for enough housing to meet projected growth in California. Article 10.6 of the California Government Code (Sections 655801–65590) requires each city and county to prepare a Housing Element of its General Plan which is to be submitted (generally every eight years) to the State Housing and Community Development (HCD) Department for certification.

4.10.2.4.b Regional

<u>Southern California Association of Governments</u>

The Southern California Association of Governments (SCAG) identifies the number and type of housing units that each local jurisdiction should plan to accommodate through the Regional Housing Needs Assessment (RHNA) process. According to SCAG, "the RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity, fair share housing needs." The SCAG RTP 2012-2035 SCS Program EIR ("PEIR") analyzes the population, housing

and employment impacts of implementing the 2016 RTP/SCS to accommodate growth and provide for transportation needs.

4.10.2.4.c Local

Applicable City of Menifee General Plan Goals and Policies

The City of Menifee Draft Housing Element 2013-2021 adopted February 5, 2014 identifies and establishes the City's policies on the housing needs of existing and future residents. It establishes policies that will guide City decision-makers and sets forth an action plan to implement its housing goals.

- **Goal HE-1:** A diverse housing stock that offers a full range of housing opportunities for Menifee residents and supports the local economy.
  - **Policy HE-1.1:** Specific Plans. Support residential growth and infill in specific plan areas and along corridors where comprehensive neighborhood planning is completed and adequate infrastructure is planned.
  - **Policy HE-1.2:** Housing Design. Require excellence in housing design with materials and colors, building treatments, landscaping, open space, parking, and environmentally sensitive design practices.
  - **Policy HE-1.3**: Housing Diversity. Provide development standards and incentives to facilitate a range of housing, such as single family, apartments, senior housing, and other housing types in rural, suburban, and urban settings.
  - **Policy HE-1.4:** Entitlement Process. Provide flexible entitlement processes that facilitate innovative housing solutions, yet balance the need for developer certainty in the approval process.
  - **Policy HE-1.5:** Permit Process. Permit higher density housing in the 20.1–24 R General Plan designation per City policy; incorporate new policies upon completing the Zoning Code update. HE-1.6: Housing Incentives. Facilitate a mix of market rate and affordable housing through adoption of regulatory concessions and financial incentives, where feasible and appropriate.
  - **Policy HE-1.7:** Community Character. Protect the character of the community by preserving the unique rivers, landscape, natural features, and community features that distinguish Menifee from other cities in the region.
- **Goal HE-2:** Sustainable neighborhoods well served by ample parks, infrastructure, community amenities, and public services and facilities.
  - **Policy HE-2.1**: Housing Conditions. Support the improvement, rehabilitation, and maintenance of our housing resources to strengthen residential neighborhoods, offer quality housing, and maintain community property values.
  - **Policy HE-2.2:** Property Maintenance. Support the maintenance and improvement of the quality of housing and neighborhoods through the adoption, amendment, and compliance with land use, zoning, building, and property maintenance codes.
  - **Policy HE-2.3:** Neighborhood Revitalization. Support the comprehensive investments needed to improve physical infrastructure, housing conditions, and public services for our many neighborhoods, focusing on those neighborhoods of greatest need.
  - **Policy HE-2.4:** Parks and Recreation. Enhance neighborhood livability and sustainability by providing parks and open spaces, planting trees, greening parkways, and maintaining a continuous pattern of paths that encourage an active, healthy lifestyle.
  - **Policy HE-2.5:** Public Facilities and Infrastructure. Provide quality community facilities,

infrastructure, traffic management, public safety, and other services to promote and improve the livability, safety, and vitality of residential neighborhoods.
  - **Policy HE-2.6:** Neighborhood Involvement. Encourage resident participation in their neighborhood organizations to help identify local needs and implement programs to beautify, improve, and preserve neighborhoods.
- **Goal HE-3:** Improved opportunities for moderate and low income residents and those with special needs to rent, purchase, or maintain adequate housing.
  - **Policy HE-3.1:** Homeownership Assistance. Increase homeownership assistance and security for lower and moderate income households through financial assistance, education, and collaborative partnerships.
  - **Policy HE-3.2:** Homeownership Preservation. Work with governmental entities, nonprofits, and other stakeholders to educate residents and provide assistance, where feasible, to reduce the number of foreclosures in the community.
  - **Policy HE-3.3:** Special Needs. Support the provision of community services and housing for people with special needs, such as disabled people, seniors, lower income families, and people without shelter.
  - **Policy HE-3.4:** Preservation of Affordable Housing. Preserve affordable rental housing by working with interested parties and providing technical assistance, as feasible and appropriate
  - **Policy HE-3.5:** Collaborative Partnerships. Collaborate with nonprofit groups, developers, the business community, special interest groups, and state and federal agencies to provide housing assistance.
  - **Policy HE-3.6:** Fair Housing. Support and implement housing law in all aspects of the building, financing, sale, rental, or occupancy of housing based on protected status in accordance with state and federal law.

4.10.3 Thresholds of Significance

As discussed in Subsection 4.10.1, above, the Project impacts to one (1) criterion pertaining to population and housing will be analyzed. According to the IS, the Project would have a significant impact if it would:

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

The question posed in the IS is included for each topical section to guide the impact analysis and the above significance criterion represent a summary of the thresholds raised in the City's IS. The potential population and housing changes in the environment are addressed in response to the above thresholds in the following analysis.

4.10.4 Potential Impacts

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

Less Than Significant Impact

In order to develop the Project, the following land use entitlement must be obtained from City:

Menifee North Specific Plan 260, Amendment No. 3 (2010-090)

Specific Plan No. 260, Amendment No. 3 (SP260, A3) proposed the following modifications to the Specific Plan Land Use Plan Planning Areas (PA):

- Planning Area 11 (PA11) would be realigned along its southern boundary and re-designated from Business Park land uses to Very High Density Residential and would be split into two (2) subareas, 11A and 11B. Subarea 11A has an area of 19.56 acres and is located west of Junipero Road. Subarea 11B has an area of 9.79 acres and is located east of Junipero Road and will include a portion of the existing Southern California Edison (SCE) easement that had not previously been given a specific planning area designation.

- Planning Area 12 (PA12) would be realigned to a newly created area between PA11 and PA13 and re-designated from the current Business Park and Commercial Business Park land use to Commercial / Very High Density Residential land uses. Two (2) subareas are proposed, 12A and 12B. Subarea 12A has an area of 6.14 acres and is located west of Junipero Road. Subarea 12B has an area of 3.06 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 13 (PA13) would be realigned along its northern boundary and re-designated from Commercial Business Park to Commercial and would be split into two (2) subareas, 13A and 13B. Subarea 13A has an area of 10.23 acres and is located west of Junipero Road. Subarea 13B has an area of 5.19 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 14 (PA14) would retain a Commercial designation but would be reduced from 11.7 acres to 9.27 acres by redistributing areas into Planning Areas 12B and 13B.

Reference **Figure 2-1*, Existing and Proposed Land Uses***, provided previously in Chapter 2 of this DEIR.

Detailed descriptions of each change that is proposed by SP 260, A3 are provided in **Table 3-1, *SP260, A3 Land Use Summary***, provided previously in Chapter 3 of this DEIR.

The existing SCE easement is being included within Planning Areas 11, 12 and 13 in this amendment. Development will have to conform with all applicable SCE easement restrictions. The easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins, and for passive recreation uses.

Upon approval of SPA 260, A3, total dwelling unit count shall increase by 721 units, based on maximum potential dwelling units in Planning Areas 11 and 12. It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this DEIR.

The proposed Project would result in the development of 637 multi-family units. At 3.6 persons per household, per US Census ACS 5-year Estimates, it is anticipated that the Project would result in a direct population increase of approximately 2,293 persons at Project buildout. The 2,293 potential new residents that would be created by the proposed residential development was not anticipated to be within the growth assumptions estimated in the SCAG RTP/SCS.

The addition of 637 multi-family units will therefore result in the potential for 2,293 new residents. Some of the growth associated with the Project will be a result of relocation within the region, from outside the region and through birth.

Table 4.10-4, *Project Population Relationship to City of Menifee and Riverside County (2019 and 2040)*, shows the numbers and percentages of increases that will result from the Project in relation to estimated 2019 population and projected 2040 population.

Table 4.10-4
Project Population Relationship to City of Menifee and Riverside County (2019 and 2040)

	Population[1]	Project Percentage 2019	2040 Population[2]	Project Percentage 2040
Project	2,293	N/A	2,293	N/A
City of Menifee[1]	93,452	2.45%	121,000	1.89%
Riverside County[1]	2,440,124	0.094%	3,183,000	0.072%

Sources:
[1] Utilizes 2019 Population data from Table 4.10-1, above
[2] SCAG 2016

The Project represents a 2.45% increase in population over estimated 2019 population and a 1.89% increase in population over projected 2040 population in the City of Menifee and represents a 0.094% increase in population over estimated 2019 population and a 0.073% increase in population over projected 2040 population in Riverside County.

These increases are incremental increases to population; however, due to their small percentage in relation to the City and County, they are not considered substantial increases to population. Any impacts from the Project are considered less than significant.

Table 4.10-5, *Project Household Relationship to City of Menifee and Riverside County (2019 and 2040)*, shows the numbers and percentages of increases that will result from the Project in relation to estimated 2019 households and projected 2040 households.

Table 4.10-5
Project Household Relationship to City of Menifee and Riverside County (2019 and 2040)

	Households[1]	Project Percentage 2019	2040 Households[2]	Project Percentage 2040
Project	637	N/A	637	N/A
City of Menifee[1]	34,769	1.83%	48,100	1.32%
Riverside County[1]	847,851	0.07%	1,054,300	0.060%

Sources:
[1] Utilizes 2019 Household data from Table 4.10-2, above
[2] SCAG 2016

The Project represents a 1.83% increase in households over 2019 estimate households, and a 1.32% increase in households over projected 2040 households in the City of Menifee and represents a 0.07% increase in households over estimated 2019 households, and a 0.060% increase in households over projected 2040 households in Riverside County. According to Table 2: E-5 City/County Population and Housing Estimates, 1/1/2019 (Dept. of Finance), the City has a vacancy rate of 10.2%, which is below the County total of 14.5%. While below the County rate, there is still a need within the City for housing.

These increases are incremental increases to population; however, due to their small percentage in relation to the City and County, they are not considered substantial increases to population. Any impacts from the Project are considered less than significant.

SP260, A3 proposes the following modifications to the Specific Plan Land Use Plan Planning Areas (PA):

- Planning Area 11 (PA11) would be realigned along its southern boundary and re-designated from Business Park land uses to Very High Density Residential and would be split into two (2) subareas, 11A and 11B. Subarea 11A has an area of 19.56 acres and is located west of Junipero Road. Subarea 11B has an area of 9.79 acres and is located east of Junipero Road and will include a portion of the existing Southern California Edison (SCE) easement that had not previously been given a specific planning area designation.

- Planning Area 12 (PA12) would be realigned to a newly created area between PA11 and PA13 and re-designated from the current Business Park and Commercial Business Park land use to Commercial / Very High Density Residential land uses. Two (2) subareas are proposed, 12A and 12B. Subarea 12A has an area of 6.14 acres and is located west of Junipero Road. Subarea 12B has an area of 3.06 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 13 (PA13) would be realigned along its northern boundary and re-designated from Commercial Business Park to Commercial and would be split into two (2) subareas, 13A and 13B. Subarea 13A has an area of 10.23 acres and is located west of Junipero Road. Subarea 13B has an area of 5.19 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 14 (PA14) would retain a Commercial designation but would be reduced in acreage from 11.7 to 9.27 by redistributing areas into Planning Areas 12B and 13B.

As described above, SPA260, A3 would result in a reduction of commercial acreage currently anticipated under the Specific Plan. Therefore, the Project will not induce substantial population growth in an area, either directly by proposing new businesses. Any impacts will be less than significant**.**

The Project site is bounded as follows: Menifee North Specific Plan (MNSP) Planning Area (PA) 9 and PA10 to the immediate north (currently vacant land) and some Rural Residential uses to the north of PA9 and PA10; Business Park/Light Industrial and Public/Quasi-Public Facilities

Districts to the south (currently vacant land, manufacturing uses and substation for Southern California Edison south of Highway 74); MNSP PA 16 to the east (currently , Rural Residential uses, and vacant land to the east beyond Menifee Road); and Palomar Road to the immediate west and MNSP PA7A, PA7B, and PA8 (currently vacant land and some commercial uses) to the west of Palomar Road.

The Project site is currently vacant. The surrounding area is a mix of single-family residential, commercial, and industrial land uses.

As shown in Subsection 4.10.2.3, above, the Project is located in an area which has existing roadways. The Project will be required to improve adjacent frontage roadways (SR-74, Palomar Road and Menifee Road) to Menifee General Plan Circulation Element standards, or local roadway standards. Please refer to Chapter 4.16, Transportation/Traffic of this DEIR for greater detail on Project roadway improvements. Since these roadways either exist or are planned to be additionally improved, the Project will not induce substantial population growth in the area indirectly through extension of roads. Any impacts are considered less than significant.

As shown in Subsection 4.10.2.3, the Project is located in an area which has existing sewer and water adjacent to the Project site. The Project will tie into the existing, adjacent sewer and water lines. As discussed in Chapter 4.18, Utilities and Service Systems of this DEIR, adequate sewer capacity and water supplies, as well as Project specific pipelines, are sized to serve the Project. Please refer to Chapter 4.18, for greater analysis on Project sewer and water.

Since adequate sewer and water facilities exist and are planned in order to meet demand as the City builds out, the Project will not induce substantial population growth in the area indirectly through extension of sewer and water infrastructure. Any impacts are considered less than significant.

4.10.5 Standard Conditions and Mitigation Measures

Standard Condition(s)

There are no applicable standard conditions for the Project as it pertains to population and housing. Please reference Chapter 4.16, Transportation and Chapter 4.18, Utilities and Service Systems as it pertains to standard conditions for any indirect effects from the Project.

Mitigation Measure(s)

No mitigation measures are required for direct impacts to population and housing resources. Please reference Chapter 4.16, Transportation and Chapter 4.18, Utilities and Service Systems as it pertains to mitigation measures for any indirect effects from the Project.

4.10.6 Cumulative Impacts

As defined in the *CEQA Guidelines,* 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 population and housing. The cumulative study area used to assess potential cumulative population and housing impacts includes the City of Menifee and the County of Riverside, which is the regional context for the Project.

The proposed Project would result in the development of 637 multi-family units. At 3.6 persons per household, per US Census ACS 5-year Estimates, it is anticipated that the Project would result in a direct population increase of approximately 2,293 persons at Project buildout. The 2,293 potential new residents that would be created by the proposed residential development was not anticipated to be within the growth assumptions estimated in the SCAG RTP/SCS.

The Project represents a 2.45% increase in population over estimated 2019 population and a 1.89% increase in population over projected 2040 population in the City of Menifee and represents a 0.094% increase in population over estimated 2019 population and a 0.073% increase in population over projected 2040 population in Riverside County.

The Project represents a 1.83% increase in households over 2019 estimate households, and a 1.32% increase in households over projected 2040 households in the City of Menifee and represents a 0.07% increase in households over estimated 2019 households, and a 0.060% increase in households over projected 2040 households in Riverside County. According to Table 2: E-5 City/County Population and Housing Estimates, 1/1/2019 (Dept. of Finance), the City has a vacancy rate of 10.2%, which is below the County total of 14.5%. While below the County rate, there is still a need within the City for housing.

These increases are incremental increases to population and households; however, due to their small percentage in relation to the City and County, they are not considered substantial increases to population and households.

The IS determined that the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact will occur.

Therefore, the direct residential population and housing growth and indirect growth from the commercial uses from the Project are not considered cumulatively considerable and significant.

4.10.7 Unavoidable Significant Adverse Impacts

The proposed Project would cumulatively exceed official regional or local population projections; however, it would not induce substantial population growth in an area, either directly or indirectly. Therefore, based on the data and analysis presented in this Subchapter, implementation of the proposed Project will not cause significant unavoidable adverse population and housing impacts relative to the existing population and housing forecasts for the City of Menifee and Riverside County.

4.11 PUBLIC SERVICES

4.11.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of public services from implementation of the Project. The Public Services, of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

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 and emergency response services
b. Police protection
c. Schools
d. Parks
e. Other public facilities

Based on the analysis in the IS it was determined that all five (5) of the issue areas, a., through e., related to public services (in the question asked above) **would** require further analysis in the Draft Environmental Impact Report (DEIR). It should be noted that issue area d. (Parks) is thoroughly analyzed in Subchapter 4.12, Recreation, of this DEIR. Therefore, in an effort to avoid redundancy, this issue area will not be analyzed in this Subchapter. The reader is directed to Subchapter 4.12 for a thorough analysis of Parks.

Standard Conditions SC-PS-1 through **SC-PS-6** shall be carried over to this DEIR. Please note that **SC-PS-5**, pertaining to parks and Quimby fees, can be found in Subchapter 4.12, Recreation, of this DEIR.

No mitigation measures were presented in the IS that shall be carried over to this DEIR.

In addition to the IS, the following sources were used in the evaluation presented in this Subchapter:

- *GPEIR (Chapter 5.14 – Public Services)* https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report
- Riverside County Fire Department Website http://www.rvcfire.org/Pages/default.aspx
- City of Menifee Development Impact Fee per Ordinance No. 17-232 https://www.cityofmenifee.us/DocumentCenter/View/5853/City-of-Menifee-Updated-DIF-Schedule-and-Summary-2018
- Municipal Code Chapter 8.20 (Fire Code) http://library.amlegal.com/nxt/gateway.dll/California/menifee_ca/cityofmenifeecaliforniacodeofordinances?f=templates$fn=default.htm$3.0$vid=amlegal:menifee_ca
- https://www.cityofmenifee.us/DocumentCenter/View/6153/Measure-DD-Update----Your-Tax-Dollars-At-Work?bidId=
- E-mail correspondence with Sargent Ralph Rico of the with the Riverside County Sheriff's

Department on August 28, 2017
- Telephone conversation with Lieutenant Scott Forbes of the City of Menifee, Police Department on June 12, 2018
- Romoland School District (RSD) Website https://www.romoland.net
- Perris Union High School District (PUHSD) Website http://www.puhsd.org/
- City of Menifee Parks Website https://www.cityofmenifee.us/285/Parks
- 2016-17 School Accountability Report Card, published during the 2017-18 School Year; for additional information refer to http://hhs.puhsd.org/pages/school-accountability-report-card
- E-mail correspondence with Mr. Hector Gonzalez, Director of Facilities Planning, District Administrative Center, PUHSD on May 23, 2018
- Telephone and e-mail correspondence with Mr. Kerry Bobbitt, Student Services Center, Student Information Systems Coordinator, PUHSD on May 22, 2018
- Telephone and e-mail correspondence with Mr. Kevin Feddock, Facilities Planner, MUSD on May 22, 2018
- Menifee USD Enrollment Report (Internal), dated May 18, 2018, telephone correspondence with Ms. Kristin Simpson, Assistant Superintendent Secretary, MUSD on May 22, 2018
- *Fiscal Impact Analysis for Menifee North Specific Plan No. 260 Amendment No. 3*, prepared by DPFG, dated May 3, 2018 (*FIA* **Appendix N**)
- Telephone conversation with Firefighter Myers of Fire Station #76 on May 8, 2018
- Telephone conversation with Fire Captain John Begg of Fire Station #5 on May 9, 2018
- Telephone conversation with Firefighter/Paramedic Jeff Toth of Fire Station #7 on May 9, 2018
- Telephone conversation with Firefighter Hauer of Fire Station #68 on May 9, 2018
- Telephone conversation with Fire Captain Scott Slumpff of Winchester Fire Station #34 on May 9, 2018
- E-mail correspondence with Ms. Maria Sunio, Deputy Administrative Officer, Riverside County Library System (951-274-4503; maria.sunio@lsslibraries.com), on May 24, 2018
- 2010 U.S. Census https://www.census.gov/2010census/
- State of California Department of Finance http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/
- Southern California Association of Governments Final 2016 RTP/SCS, Demographics & Growth Forecasts Appendix http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf

Comment Letters Received on the Notice of Preparation (NOP)

Comment Letter #4: **Riverside County Fire Department Strategic Planning Office of the Fire Marshal (dated 03/19/19):**

This letter contains the following comments pertaining to public services/fire:
- The Project will result in an increase in high-density residential and will contribute to a cumulative adverse impact on the Fire Department's ability to provide an acceptable level of

service. These impacts include an increased number of emergency and public service calls due to the increased presence of structures, traffic and population. Future development of these additions will be subject to Development Impact Fees and/or capital improvements. Please note that the nearest fire station is a county funded station and will be primarily responsible for the increase in calls.

- While Development Impact Fees (DIF) might assist in the one-time mitigation for capital projects, considering ongoing governmental funding challenges, we encourage the Environmental Impact Report to thoroughly review and determine if mitigations are necessary for ongoing fiscal impacts to our operational services.

Response: The location of Station 76 and its relationship to the Project are duly noted. The analysis below will address Project impacts to fire services and facilities and will discuss any applicable mitigation. Fire Department review at the building plan submittal stage is a standard procedure.

No comments regarding public services were received in response to the Notice of Preparation at the Scoping Meeting.

Therefore, the above issues identified in "a," "b," "c," and "e," and the issues identified in the IS/NOP (summarized above), are the focus of the following evaluation of public services.

Public services consist of the following topics/issues that are provided by local government to meet a community's needs for safety and education: Fire Protection and Emergency Response Services; Police Protection; School Services; and Library Services. Each of the referenced public service issues is addressed in a separate discussion/evaluation below.

The following discussions pertaining to fiscal impacts are abstracted from the above referenced technical study, which is provided in Volume 2 of the DEIR, the Technical Appendices.

4.11.2 Fire Protection and Emergency Response Services

4.11.2.1 Environmental Setting

The City contracts fire services with the Riverside County Fire Department (RCFD). These services are included as part of the City's annual operating budget.

There are four RCFD fire stations in the City and one additional station about 0.5 miles west of the City boundary. In the City are the following stations:

- Quail Valley Station #5, 28971 Goetz Road
- Sun City Station #7, 28349 Bradley Road
- Menifee Station #68, 26020 Wickerd Road
- Menifee Lakes Station #76, 29950 Menifee Road

The Canyon Lake Station, Station #60 is located at 28730 Vacation Drive in the City of Canyon Lake approximately 0.5 miles west of the Menifee City boundary. The closest fire station to the Project site is the Riverside County Menifee Lakes Fire Station #76 is located approximately 3.9 miles southerly of the Project site, at 29950 Menifee Road, Menifee, CA 92584.

Quail Valley Station #5 is located approximately 5.3 miles southwesterly of the Project site. It is staffed full-time, 24-hours per day, 7-days a week, with a minimum 3-person crew, including paramedics, and operating Type-1 structural firefighting apparatus.

Sun City Station #7 is located at 28349 Bradley Road, Menifee, CA 92586. It is approximately 2.0 miles southwesterly of the Project site. It is staffed full-time, 24-hours per day, 7-days a week, with a minimum 3-person crew, including paramedics, and operating Type-1 structural firefighting apparatus.

Riverside County Menifee Fire Station #68 is located at 26020 Wickerd Road, Menifee, CA 92584. It is approximately 5.0 miles south/southwesterly of the Project site. It is staffed full-time, 24-hours per day, 7-days a week, with a minimum 3-person crew, including paramedics, and operating Type-1 structural firefighting apparatus.

Riverside County Menifee Lakes Fire Station #76 is located approximately 3.9 miles southerly of the Project site, at 29950 Menifee Road, Menifee, CA 92584. This station is recognized as the primary response station to the Project site. It is staffed full-time, 24-hours per day, 7-days a week, with a 7-person crew, including a Battalion Chief. They have a Type-1 structural firefighting apparatus, ladder truck, fire engine, and paramedics.

Emergency responses to hazardous materials releases in Riverside County are conducted by the CalFire/RVC Hazardous Materials Unit. The unit currently maintains equipment at a single location, namely the Riverside County Winchester Fire Station #34, located at 32655 Haddock Street, Winchester, CA 92596. The unit is staffed daily by a minimum of five (5) certified Fire Department personnel with specialty hazardous material training. Equipment located at the unit includes one Engine Company, one HazMat Response Unit, one Reserve HazMat Response Unit, two Response Trailers with Tow Vehicles providing mass-decontamination capabilities, and other significant support.

Lastly, according to the IS, the Project site, the proposed Project site is not located within a fire hazard zone. There are no wildland conditions in the immediate where the Project site is located.

4.11.2.1.a Regulatory Setting

Federal

National Fire Protection Association Standard 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments

The National Fire Protection Association (NFPA), Standard 1710 recommends that a first-responder unit arrive at the fire scene in 6 minutes or less at least 90 percent of the time, measured from the 911 call. NFPA recommends that full response to a structural fire occur within 10 minutes of the 911 call at least 90 percent of the time. NFPA also recommends a 6-minute response time for basic life support and 10 minute response for advanced life support at least 90 percent of the time.

State

California Emergency Medical Service Authority (EMSA)

The California Emergency Medical Service Authority (EMSA) is responsible for coordinating the planning, development, and implementation of 32 local emergency management services systems throughout California. EMSA has established a standard response time not to exceed 5 minutes at least 90 percent of the time from receipt of the emergency call to on-scene arrival for basic life support and CPR-capable first responder. Advanced life support response should not exceed 8 minutes at least 90 percent of the time, which is lower than NFPA standards.

California Fire Code

The California Fire Code ("CFC") comprises Part 9 of Title 24 of the California Code of Regulations. The CFC is updated on a three-year cycle; the 2016 CFC took effect on January 1, 2017. Fire flow requirements are in CFC Appendix B, Table B105.1. Fire hydrant location and distribution requirements are in CFC Appendix C.

California Health and Safety Code

Sections 13000 et seq. of the California Health and Safety Code include fire regulations for building standards (also in the California Building Code; California Code of Regulations Title 24 Part 2); fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

Regional/Local

Riverside County Fire Department (RCFD)

RCFD response time goals for fire suppression calls are listed in **Table 4.11-1, *RCFD Response Time Goals, Fire Suppression Calls***. As shown, in developed urban areas with densities of two or more residential units per acre, the response time goal is 7 minutes.

Table 4.11-1
RCFD Response Time Goals, Fire Suppression Calls

Land Use Category	Residential Density, units per acre	Response Time, Minutes (Arrival at Fire)
Heavy Urban	8-20	5
Urban	2-8	7
Rural	0.2-1	11
Outlying	≤ 0.2	17

Information from RCFD 1986. Note: A set of response time goals was proposed by the Riverside County Fire Department subsequent to 1986 but was not approved by the Riverside County Board of Supervisors (Johnson 2013b). **Source:** *GPEIR, Public Services*

Ordinance No. 17-232, Development Impact Fees

- The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF).

DIF shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit. DIF is used to pay for fire protection and emergency response services. Credits may be afforded to the applicant if improvements are made to these facilities as part of the Project development.

It should be noted that payment of DIF is required and is not considered unique mitigation under CEQA. Please reference **Standard Condition SC-PS-1**.

City of Menifee Fire Code (City of Menifee Municipal Code Chapter 8.20)

According to Chapter 8.20 of the Municipal Code, all of the provisions and appendices of the 2016 California Fire Code, inclusive of all of the inclusions and exclusions set for in each chapter's matrix, are hereby adopted and shall apply to the City of Menifee. In addition, the following provisions that are excluded in the 2016 California Fire Code are hereby adopted - Chapter 1, Division II of the California Fire Code is hereby adopted, except that Section 103.2 and 108.3 are not adopted, and Chapters 3, 25, and Sections 403.12, 503, 510.2, and 1103.2 are adopted. It should be noted that adherence to Chapter 8.20 of the Municipal Code is required and is not considered unique mitigation under CEQA. Adherence to Chapter 8.20 will be included as **Standard Condition SC-PS-2**.

Measure DD

Menifee voters approved Measure DD, the one percent sales tax increase, in November 2016. Revenues from Measure DD are required to remain local and can only be used for critical City services like public safety and 911 emergency response services; roads; parks and infrastructure.

Applicable City of Menifee General Plan Goals and Policies

- **Goal S-4:** A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.
  - **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.
  - **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.
  - **Policy S-4.4:** Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.

4.11.2.2 Thresholds of Significance

According to the IS, the Project would have a significant impact if it would:

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response

times or other performance objectives for fire protection and emergency response services.

The question posed in the IS is included to guide the impact analysis and the above significance criterion represent a summary of the thresholds raised in the City's IS. The potential public service – fire protection and emergency response services changes in the environment are addressed in response to the above thresholds in the following analysis.

4.11.2.3 Potential Impacts

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

Less Than Significant Impact

The proposed Project site is vacant. The current General Plan Land Use designation and Zoning classifications on the Project site are Specific Plan (SP). No changes are proposed to the current General Plan Land Use designation and Zoning classifications. However, the proposed residential Specific Plan Land Use designations were not anticipated or analyzed in the *GPEIR*.

The proposed Project would result in the development of 637 multi-family units. At 3.6 persons per household, per US Census ACS 5-year Estimates, it is anticipated that the Project would result in a direct population increase of approximately 2,293 persons at Project buildout. Note, the US Census ACS 5-year Estimates persons per household is greater than the Department of Finance 2017 rate of 2.95 persons per household.

From the above listed fire stations, the first unit from Station #76 should arrive within 5 to 6 minutes after dispatch. Current minimum staffing levels of three persons per responding unit presently meet existing demands. Fire protection and emergency response services will continue to be provided by the Riverside County Fire Department.

- The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF). DIF shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit. DIF is used to pay for Fire protection services.

It should be noted that payment of DIF is required and is not considered unique mitigation under CEQA. Please reference **Standard Condition SC-PS-2**.

An additional performance objective with respect to fire services is the provision of adequate fire flow to provide water pressures great enough to serve the given type of construction. Without adequate fire hydrant spacing and fire flow, structures could be at undue risk and performance

objectives are not met. Therefore, impacts related to fire flow would be significant without implementation of **Standard Condition SC-PS-2 (Municipal Code Section 8.20 (Fire Code)**, identified below. With implementation of **Standard Condition SC-PS-2**, which requires adequate hydrants (spacing), fire flows (volume of flow per minute) and sprinklers for new structures, impacts can be reduced to a less than significant impact level.

The *FIA* demonstrates the annual recurring revenues to the City's General Fund at Project build-out will equal $1,211,128 compared to recurring fiscal costs of $825,575, a net benefit to the City of approximately $385,553. The largest sources of revenue will result from sales tax (39.9%), Measure DD Funds (23.9%), and property tax (18.0%). This finding demonstrates that the Project's future demands on the provision of fire protection and emergency response services will be more than fulfilled in the future after it is developed. The timing for the development of the commercial/industrial/business park portion of the Project may be such that it will not be developed prior to the residential component. Should this occur, and if the DIF fees are not sufficient to cover costs of residential demand for public services, the Project developer shall negotiate a method of covering the costs of services to be extended to the site, such as a Public Services fee or payment of an in lieu fee. The objective is to mitigate the costs of services that exceed actual costs of delivering these services to address non-safety impacts. This is reflected in **Mitigation Measure MM-PS-1**.

4.11.2.4 Standard Conditions and Mitigation Measures

Standard Condition(s)

SC-PS-1 **Development Impact Fee (DIF)/Fire Protection and Emergency Response Services. The Project applicant shall pay Development impact fees at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit.**

SC-PS-2 **Municipal Code Section 8.20 (Fire Code). The Project shall comply with applicable version of Chapter 8.20 of the Municipal Code at the time of permit issuance.**

Mitigation Measure(s)

MM-PS-1 **Should development of the commercial/industrial/business park portion of the Project not be developed prior to the residential component, and if the DIF fees are not sufficient to cover costs of residential demand for public services, the Project developer shall negotiate a method of covering the costs of services to be extended to the site, such as a Public Services fee or payment of an in lieu fee.**

4.11.2.5 Cumulative Impacts

According to the 2010 U.S. Census, State of California Department of Finance, and the Southern California Association of Governments Final 2016 RTP/SCS, the Project represents a 2.45% increase in population over estimated 2019 population and a 1.89% increase in population over projected 2040 population in the City of Menifee and represents a 0.094%

increase in population over estimated 2019 population and a 0.073% increase in population over projected 2040 population in Riverside County.

The Project represents a 1.83% increase in households over 2019 estimate households, and a 1.32% increase in households over projected 2040 households in the City of Menifee and represents a 0.07% increase in households over estimated 2019 households, and a 0.060% increase in households over projected 2040 households in Riverside County.

These increases are incremental increases to population and households; however, due to their small percentage in relation to the City and County, they are not considered substantial increases to population and households.

Thus, the Project will have a cumulative adverse impact to the Fire Department's ability to provide an acceptable level of service without offset of the Project's demand. These impacts are forecast to include an increased number of emergency and public service calls due to the increased presence of structures and population.

As stated above, the proposed Project shall participate in the DIF (see **Standard Condition SC-PS-1**) Program as adopted by the City to mitigate a portion of these impacts and pay the Public Services fee (see **Mitigation Measure MM-PS-1**) to address non-safety impacts. This will provide funding for capital improvements such as land, equipment purchases and fire station construction. The Project will contribute incrementally to cumulative impacts related to the need for fire station construction and other mitigation to reduce cumulative effects on fire protection and emergency response services.

The Project's potentially significant or cumulative considerable impacts to fire protection and emergency response services can be reduced to less than significant and payment of fees by all cumulative projects can effectively reduce the overall cumulative impacts to such services. Therefore, cumulative fire protection impacts are considered less than significant.

4.11.2.6 Unavoidable Significant Adverse Impacts

The foregoing evaluation demonstrates that even though the Project will cause an unavoidable change or increase in demand for fire protection and emergency response services within the City, mandatory offsets (see **Mitigation Measure MM-PS-1**, **SC-PS-1 Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**) for Project fire protection and emergency response services demand is available to reduce this potential impact through expansion of service capability to a less than significant impact level on these services. Project fire protection and emergency response services impacts are less than significant.

4.11.3 Police Protection

If the Project is implemented as proposed, it will result in an increase in population and will therefore increase demand for police protection services. The potential significance of this increase in demand for police protection services is evaluated in the following text.

4.11.3.1 Environmental Setting

The Project site currently is under the jurisdiction of the Riverside County Sheriff's Department

Perris Station. The Perris Station is located at 137 N. Perris Blvd. Suite A, Perris, CA 92570. The Station is located approximately 6.3 miles northwesterly of the Project site. The Perris Station serves the city of Perris and also covers the communities of Menifee, Romoland, Homeland, Lakeview, Nuevo, and others.

According to the Riverside County Sheriff's Department Perris Station, in July 2017, the Menifee Station was staffed with 47 sworn deputies; the average response time to Priority 1 emergency calls is 6.8 minutes and average response times for Priority 2-4 non-emergency calls are 18, 37, and 71 minutes, respectively. (Verified through e-mail contact with Riverside County Sheriff's Department (Ralph Rico) on August 28, 2017).

The sheriff's department provides a crime prevention program to the City of Menifee, consisting of support to the Neighborhood Watch program in the City and officer visits to schools and churches with presentations on topics including drug education and personal safety.

Although the City is in the process of establishing a City Police Department, it has not established specific police protection standards related to service ratios; however, the Riverside County General Plan Final Program Environmental Impact Report, Volume 1, 2003 has an established sheriff service ratio of one sworn officer per 1,000 residents.

4.11.3.1.a Regulatory Setting

Ordinance No. 17-232, Development Impact Fees

The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF). DIF shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit. DIF is used to pay for police protection and emergency response services. Credits may be afforded to the applicant if improvements are made to these facilities as part of the Project development.

It should be noted that payment of DIF is required and is not considered unique mitigation under CEQA. Please reference **Standard Condition SC-PS-3**, in Subsection 4.11.3.4, below.

Applicable City of Menifee General Plan Goals and Policies

- **Goal S-6:** A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.
  - **Policy S-6.1:** Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the City- and county-specific emergency management resources available.
  - **Policy S-6.2:** Ensure to the fullest possible extent that, in the event of a major disaster, critical, dependent care and high-occupancy facilities remain functional.

4.11.3.2 Thresholds of Significance

According to the IS, the Project would have a significant impact if it would:

b. 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 sheriff law enforcement services.

The question posed in the IS is included to guide the impact analysis and the above significance criterion represent a summary of the thresholds raised in the City's IS. The potential public service – police protection services changes in the environment are addressed in response to the above thresholds in the following analysis.

4.11.3.3 Potential Impacts

THRESHOLD b: 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 services?

Less Than Significant Impact

The proposed Project site is vacant. The current General Plan Land Use designation and Zoning classifications on the Project site are Specific Plan (SP). No changes are proposed to the current General Plan Land Use designation and Zoning classifications. However, The proposed residential Specific Plan Land Use designations were not anticipated or analyzed in the *GPEIR*.

The proposed Project would result in the development of 637 multi-family units. At 3.6 persons per household, per US Census ACS 5-year Estimates, it is anticipated that the Project would result in a direct population increase of approximately 2,294 persons at Project buildout. Note, the US Census ACS 5-year Estimates persons per household is greater than the Department of Finance 2017 rate of 2.95 persons per household.

Using the City of Menifee's preferred staffing ratio of 0.64 officers per 1,000 people (approved in 2018 by the City Council), the Project would generate a total demand for 1.47 additional officers, which is a need for 1.47 more officers than would be generated if the land use and zoning were left unchanged. Sheriff Services will continue to be provided by the Riverside County Sheriff Department. Since police protection services are based upon per capita service levels, the Project will require an incremental increase in these services to maintain current service levels. With the increase in sworn Sheriff's officers to serve the Project area, the Project contributes to maintaining the current response times within the Sheriff's Perris service area, or the City's Police Department, once operational.

The City development review process and building permit plan check process include review by the County Sheriff Department to ensure incorporation of defensible space concepts in site design and construction. This is reflected in **Standard Condition SC-PS-4**, which requires all Project development to incorporate defensible space concepts, and that the design of each tract

be reviewed with the Sheriff Department prior to approval of any final tract maps, conditional use permits or other entitlements.

The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF). DIF shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit. DIF is used to pay for police protection services.

It should be noted that payment of DIF is required and is not considered unique mitigation under CEQA. Please reference **Standard Condition SC-PS-3**, in Subsection 4.11.3.4, below.

The *FIA* demonstrates the annual recurring revenues to the City's General Fund at Project build-out will equal $1,211,128 compared to recurring fiscal costs of $825,575, a net benefit to the City of approximately $385,553. The largest sources of revenue will result from sales tax (39.9%), Measure DD Funds (23.9%), and property tax (18.0%). This finding demonstrates that the Project's future demands on the provision of fire protection and emergency response services will be more than fulfilled in the future after it is developed. The timing for the development of the commercial/industrial/business park portion of the Project may be such that it will not be developed prior to the residential component. Should this occur, and if the DIF fees are not sufficient to cover costs of residential demand for public services, the Project developer shall negotiate a method of covering the costs of services to be extended to the site, such as a Public Services fee or payment of an in lieu fee. The objective is to mitigate the costs of services that exceed actual costs of delivering these services to address non-safety impacts. This is reflected in **Mitigation Measure MM-PS-1**.

A portion of the development impact fees/tax revenue can be used to fund the acquisition of land, buildings, staffing, and equipment necessary to offset project-related law enforcement demand impacts. Therefore, potential impacts related to the need for new or physically altered Sheriff Services are considered to be less than significant after payment of development impact fees at the time of Project construction.

4.11.3.4 Standard Conditions and Mitigation Measures

Standard Condition(s)

SC-PS-3 **Development Impact Fee (DIF)/Police Protection Services. The Project applicant shall pay Development impact fees at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit.**

SC-PS-4 **To assure that the future Project development incorporates defensible space concepts, the design of each tract shall be reviewed with the Sheriff Department prior to approval of any final tract maps, conditional use permits or other entitlements and the approved maps shall incorporate defensible space measures approved by the Sheriff.**

Mitigation Measure(s)

Mitigation Measure MM-PS-1, below, is provided to reduce the potential for in home trespass and burglary crimes and Project-related significant impacts to the existing Sheriff Services to the Project area. **Mitigation Measure MM-PS-1** is designed to eliminate or reduce the potential significant adverse impacts related to police protection to a less than significant impact level based on the thresholds discussed above.

MM-PS-1 Should development of the commercial/industrial/business park portion of the Project not be developed prior to the residential component, and if the DIF fees are not sufficient to cover costs of residential demand for public services, the Project developer shall negotiate a method of covering the costs of services to be extended to the site, such as a Public Services fee or payment of an in lieu fee.

4.11.3.5 Cumulative Impacts

According to the 2010 U.S. Census, State of California Department of Finance, and the Southern California Association of Governments Final 2016 RTP/SCS, the Project represents a 2.45% increase in population over estimated 2019 population and a 1.89% increase in population over projected 2040 population in the City of Menifee and represents a 0.094% increase in population over estimated 2019 population and a 0.073% increase in population over projected 2040 population in Riverside County.

The Project represents a 1.83% increase in households over 2019 estimate households, and a 1.32% increase in households over projected 2040 households in the City of Menifee and represents a 0.07% increase in households over estimated 2019 households, and a 0.060% increase in households over projected 2040 households in Riverside County.

These increases are incremental increases to population and households; however, due to their small percentage in relation to the City and County, they are not considered substantial increases to population and households.

The cumulative change in type and amount of development within the planning area will require more police protection commensurate with development levels and population for each of the proposed cumulative projects. Based on this information, the Project would make an incremental contribution to a cumulative adverse demand impact to the County Sheriff Department's (or City Police Department once they are operational) ability to provide an acceptable level of service without mitigation. These impacts are forecast to include an increased number of emergency and public service calls due to the increased presence of urban/suburban uses and population.

As stated above, the proposed Project would be required to participate in the DIF Program as adopted by the City of Menifee to mitigate a portion of these impacts. The fee program is intended to provide funding to expand services to meet service demands and offset the impacts of new projects and population.

Based on the incorporation of **Mitigation Measure MM-PS-1**, payment of DIF (see **Standard Condition SC-PS-3**), Police Department review of plans (see **Standard Condition SC-PS-4**) and annual taxes generated by the proposed Project, the Project's potentially significant cumulative impacts to police protection can be reduced to a less than significant level. Based

on this analysis, cumulative police protection impacts are considered less than significant.

4.11.3.6 Unavoidable Significant Adverse Impacts

The foregoing evaluation demonstrates that even though the Project will cause an unavoidable change in the demand for police protection services within the Project area, with the incorporation of **Mitigation Measure MM-PS-1**, payment of DIF (see **Standard Condition SC-PS-3**), Police Department review of plans (see **Standard Condition SC-PS-4**) and through the annual taxes generated by the proposed Project, any potential impact through expansion of police protection services will be less than significant.

4.11.4 School Services

4.11.4.1 Environmental Setting

The Project is located within the Romoland School District (RSD) which serves students attending kindergarten through 8th grade (K-8), and the Perris Union High School District (PUHSD) which serves students attending 9th through 12th grades (9-12).

Romoland School District (RSD). RSD is a relatively small school district consisting of four elementary schools (TK-5) and one middle school (6-8) currently serving over 4,000 students residing within the District's ±32 square mile service boundary. Students matriculate to Heritage High School, in the Perris Union High School District, for grades 9-12.

The Project site is within the Romoland Elementary School (K-5) boundary and the Ethan A. Chase Middle School (6-8) boundary:

- Romoland Elementary School (K-5) is located approximately one-half (½) mile west/northwest of the Project site at 25890 Antelope Road, Romoland, CA 92585. School facilities were built in 1952 and are situated on approximately thirteen (13) acres of land. A site remodel was completed in 2018. The school buildings consist of ±50,000 square feet comprised of seventeen (17) permanent and twenty-three (23) portable classrooms. The campus also features an array of recreational and sports areas, including a soccer field, a baseball diamond, a football field, and basketball courts.
  The 2018/19 enrollment was 494 students as of September 14, 2018, up from 431 in 2017/18, 467 in 2016/17, and 468 in 2015/16. The school design capacity is reported at 592 students indicating an additional 98 students could be added to the 2018/19 student enrollment figure before reaching the design capacity limit.
- Ethan A. Chase Middle School (6-8) is located approximately 2½ miles south/southeast of the Project site at 28100 Calm Horizon Drive, Menifee, CA 92585. School facilities, located on ±19.96 acres, were completed in 2013. The campus features 50 permanent classrooms, one multi-purpose room, two amphitheaters, a cafeteria, a music room, a physical education building, a library and a staff lounge. The campus also includes recreational and sports areas including a track and soccer field, two baseball diamonds, a football field, and basketball courts.

  The current 2018/19 enrollment is reported at 1,351 students as of June 30, 2019, up from 1,232 in 2017/18, 1,208 in 2016/17, and 1,199 in 2015/16. The school design capacity is reported at 1,356 students, indicating the 2018/19 school year was only four (4) students

shy of the design capacity.

Perris Union High School District (PUHSD). PUHSD covers approximately 182 square miles in the northwestern part of Riverside County just south of the City of Riverside, serving the majority of the City of Perris, all of the City of Menifee, all of the unincorporated communities of Sun City, Lakeview, Nuevo, Romoland, and Homeland, as well as a portion of the cities of Lake Elsinore, Murrieta, San Jacinto and Wildomar. The district currently operates one (1) middle school, three (3) high schools, one (1) military charter school, and three (3) alternative schools, with a 2018/19 enrollment of 9,827 students.

The three existing high schools within the District include 1) Perris High School, 2) Paloma Valley High School, and 3) Heritage High School. The District is currently constructing a fourth high school (High School #4) with an anticipated opening in August 2021 to accommodate growing student enrollment.

In addition, preliminary planning is ongoing with respect to future High School #5 (HS #5) as a part of The Villages of Lakeview Specific Plan, Alternative 7, by Lewis Companies. HS #5 is currently proposed to be located on a 74.2 acre planning parcel (PA 26) at the southwest corner of the land use plan (northeast corner Hansen Avenue & 10th Street/Wolfskill Avenue) approximately six (6) miles north/northeast of the Project site.

The Villages of Lakeview SP in unincorporated Nuevo is currently being processed through the County of Riverside; no entitlements have been approved to date and no time schedule for HS #5 is available at this time. As envisioned, PA 26 would be a Joint-Use Public Facility including the 54.2-acre HS #5 site (PUHSD) and a 20-acre K-8 school site (NUSD). PUHSD is currently estimating the HS #5 cost at approximately $150,000,000 (2017/18 dollars) based upon current cost projections for the District's HS #4 project (both projects have a similar scope).

The Project site is within the current service boundary of Heritage High School (9-12):

- Heritage High School (9-12) is situated on 63.1 acres located approximately three-quarters (¾) of a mile east of the Project site at the southwest corner of Highway 74 and Briggs Road (26001 Briggs Road, Menifee, CA 92585). Heritage High School, the third comprehensive high school built in the Perris Union High School District, opened in August 2007 with approximately 1,180 students and the enrollment has grown significantly.
- The current 2018/19 enrollment is reported at 2,735 students, which along with the previous two school years enrollment of 2,779 and 2,831 students, exceeds the 2,600 student design capacity. Future student growth will be accommodated by PUHSD's pending High School #4, located approximately 6¾ miles southeast of the Project site. The reconfigured school boundaries are currently (July, 2019) pending according to Mr. Hector Gonzalez, PUHSD, Director of Facilities.

High School #4, recently named Liberty High School, broke ground in February 2019 on a 52-acre site located approximately 6¾ miles southeast of the Project site at the northwest corner of Leon Road and Wickerd Road, just east of the City of Menifee boundary in unincorporated Riverside County. The $160 million project will serve approximately 2,600 students and is scheduled to open in August 2021.

- The 52-acre site was purchased by PUHSD in 2010; final planning and design was

facilitated by the approval of Measure T in 2012.

- It is noted, Liberty High School will draw primarily from the southeast portion of Menifee and will greatly reduce overcrowding at Paloma Valley High School, and secondarily Heritage High School. It is further noted, Liberty High School, along with Paloma Valley High School are planned to be annexed into the Menifee Union School District (MUSD) in the future. PUHSD officials report they believe it was necessary to construct the new high school before an equitable division of high schools could be made in order to benefit both school districts. The plan would leave Heritage High School in PUHSD with Perris High School, while Liberty and Paloma Valley would join a unified Menifee district. The MUSD and its governing board would have to agree to any unification agreement.

Table 4.11-1, *Current Enrollments and Capacity of Schools Serving the Project (2018/2019)*, summarizes school populations and capacities.

Table 4.11-1
Current Enrollments and Capacity of Schools Serving the Project
(2018/2019)

School	District	Current Enrollment	Capacity
Romoland Elementary School	RUSD	494	592
Ethan A. Chase Middle School	RUSD	1,351	1,356
Heritage High School	PUHSD	2,735	2,600
High School #4 (Liberty HS; scheduled opening 2021)	PUHSD	N/A[1]	2,600[1]

[1] High School #4, recently named Liberty High School, broke ground in February, 2019 after the November, 2018 bond Measure W was approved by local voters. The 52-acre site was purchased by PUHSD in 2010; final planning and design facilitated by the approval of Measure T in 2012. The $160 million project is scheduled to open in August 2021 for the 2021/22 school year. The reader is referred to http://www.puhsd.org/pages/high-school-4 for additional information.

Source: MUSD and PUHSD websites and correspondence with staff

4.11.4.1.a Regulatory Setting

Assembly Bill 2926 and Senate Bill 50

To assist in providing school facilities to serve students generated by new development projects, the state passed Assembly Bill (AB) 2926 in 1986. This bill allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of costs for construction, modernization, and reconstruction projects.

Senate Bill (SB) 50, which passed in 1998, provides a comprehensive school facilities financing and reform program, and enables a statewide bond issue to be placed on the ballot. The provisions of SB 50 allow the state to offer funding to school districts to acquire school sites, construct new school facilities, and modernize existing school facilities. SB 50 also establishes a process for determining the amount of fees developers may be charged to mitigate the impact of development on school facilities resulting from increased enrollment. Under this legislation, a school district could charge fees above the statutory cap only under specified conditions, and then only up to the amount of funds that the district would be eligible to receive from the state.

According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."

SB 50 establishes three levels of developer fees that may be imposed upon new development by the governing board of a school district, depending on certain conditions within a district.

Level 1: Level 1 fees are the base statutory fees. These amounts are the maximum that can be legally imposed on new construction projects by a school district unless the district qualifies for a higher level of funding.

Pursuant to Section 65995 of the California Government Code, as of January 2012, the statutory maximum Level 1 school fees that may be levied by a school district on new development is $3.20 per assessable square foot of residential construction and $0.51 per square foot of enclosed and covered space for commercial/industrial development. These rates are established by the State Allocation Board, and may be increased to adjust for inflation based upon a statewide cost index for Class B construction. To implement Level 1 fees, the governing board of a school district must adopt a nexus study linking development impacts and the need for construction of new facilities.

Level 2: Level 2 fees allow the school district to impose developer fees above the statutory level, up to 50 percent of new school construction costs. To implement Level 2 fees, the governing board of the school district must adopt a School Facilities Needs Analysis (SFNA) and meet other prerequisites in accordance with Section 65995.6 of the California Government Code.

The purpose of an SFNA is to determine the need for new school facilities attributable to growth from new residential development (California Government Code § 65995.6). An SFNA documents that the district has met prerequisite eligibility tests and calculates the fee per square foot of new development. If the school district is eligible for state new construction funding, the state will match the Level 2 fees if funds are available. According to the Office of Public School Construction, although they are not currently being released for funding school facilities, state funds for new school construction are available from existing bond measures.

Current (2019) development impacts fees charged by the RSD and the PUHSD are listed in **Table 4.11-3, *Current (2019) Residential Development Impacts Fees (per square foot)***.

Table 4.11-3
Current (2019) Residential and Commercial Development Impacts Fees (per square foot)

School District	Residential Development	Commercial Development
RSD	$2.73[(1)]	$0.44
PUHSD	$1.06	$0.24

Notes:
1. Applies to New Residential Construction if not located within a CFD.
Source: RSD and PUHSD websites, accessed July 9, 2019.

4.11.4.2 Thresholds of Significance

As discussed previously, the Project impacts pertaining to Public Services – School Services

resources will be analyzed. According to the IS, the Project would have a significant impact if it would:

c. Result in substantial adverse physical impacts associated with the provision of new or physically altered school/educational service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for school services.

The question posed in the IS is included to guide the impact analysis and the above significance criterion represent a summary of the thresholds raised in the City's IS. The potential public service – school services changes in the environment are addressed in response to the above thresholds in the following analysis.

4.11.4.3 Potential Impacts

THRESHOLD c: 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 school services?

Less Than Significant Impact

The proposed Project is located within the Romoland School District (RSD) and Perris Union High School District (PUHSD). The proposed Project is subject to development fees for school facilities pursuant to Senate Bill (SB) 50.

The Project site is vacant undeveloped land previously used for dry-farming purposes. The current General Plan Land Use designation and Zoning classifications on the Project site are Specific Plan (SP). No changes are proposed to the current General Plan Land Use designation or Zoning classifications. However, the residential land use designation being requested in conjunction with the Project Menifee North Specific Plan, Amendment No. 3, were not anticipated or analyzed in the City's current *GPEIR*.

The Project site is located within the Romoland School District (RSD), for kindergarten through 8th grades, and the Perris Union High School District (PUHSD) for 9th-12th grades. Students residing in the proposed residences would attend Romoland Elementary School, Ethan A. Chase Middle School, or Heritage High School, depending on their grade level.

As previously discussed, effective as of the 2018/19 school year, Romoland Elementary School was operating at 83% capacity (494 students enrolled / 592 student capacity) indicating an additional ninety-eight (98) students could be accommodated before reaching the design capacity limit; Ethan A. Chase Middle School was operating at 99.6% capacity (1,351 students enrolled / 1,356 student capacity) indicating only four (4) additional students could be accommodated before reaching the design capacity limit; and Heritage High School was operating at 105% capacity (2,735 students enrolled / 2,600 student capacity) indicating the school currently has 135 students more than the design capacity limit.

Over-capacity conditions at Heritage High School (PUHSD), and the near-capacity conditions at Ethan A. Chase Middle School (RSD) are being addressed as follows:

- PUHSD broke ground on High School #4 (Liberty High School) in February 2019 with an anticipated August, 2021 completion date (Liberty High has a design capacity of 2,600 students);
- PUHSD initiated discussions with representatives from the Lewis Companies to discuss the potential for siting of a new high school site (aka High School #5) within or near their proposed specific plan development – The Villages of Lakeview – in 2009. PUHSD and Lewis worked closely and cooperatively over several years to identify a variety of site alternatives for a new high school. The District involved representatives from the California Department of Education to assist with analyses pertaining to the various site alternatives. In late 2010, the District commenced California Environmental Quality Act procedures pertaining to the then preferred alternative for the new high school – the project was referenced as PUHSD High School #5 (HS #5). Subsequently, the District and Lewis commenced the mutual development of a Purchase and Sale Agreement for the preferred site alternative for High School #5. However, in 2012, multiple lawsuits were filed against Villages of Lakeview's approved project seeking to overturn approval of the Specific Plan by the Riverside County Board of Supervisors. The lawsuits prevailed and, as such, activities associated with planning for the District's HS #5 project were suspended.

  In 2016, a modified specific plan for the Villages of Lakeview (identified as "Alternative 7") was circulated to the PUHSD for its review and comment. The Alternative 7 plan includes approximately 2,883 acres within the proposed development area, with a density range of approximately 8,725 residential units proposed. Included within the Alternative 7 proposed Land Use Plan is a site for High School #5. The location for HS #5 is in the southwest corner of the land use plan and is located on a 74.2 acre parcel. The proposed location assumes that a K-8 school will be constructed on the approximate 20 northerly acres of this parcel. The K-8 school would be planned, designed, constructed and operated through the Nuview Union High School District, while the HS #5 project would be under the jurisdiction of the Perris Union High School District (Source: Perris Union High School District Long-Range Facilities Master Plan, 2017, pp. 78-81).

  - In June 2013 PUHSD acquired a ±24-acre site on the south side of Patriot Lane extending from Wilson Avenue to Murrieta Road in the City of Perris adjacent south of Skyview Elementary School (approximately 4¼ miles northwest of the Project site) using Measure T funds. The future PUHSD Middle School #2 is being designed to accommodate approximately 1,000 students in grades 7 and 8; eventual completion of this school will enable the District to lower the enrollment at its existing Pinacate Middle School, and secondarily at Ethan A. Chase Middle School in the Romoland School District (RSD). The reader is referred to https://www.puhsd.org/pages/middle-school-2-9a6d4e4d-fd70-4ac9-93f5-f19ba7787b75 for additional information. According to Mr. Hector Gonzalez, Director of Facilities Planning (PUHSD), MS #2 does not have a construction schedule to date. From a timing perspective, the District and Architect are working to submit the final plans to the applicable State agencies for their review and approval. Successful completion of these review processes will enable the District to pursue any available State facility funding. In order to commence construction it will be necessary to combine future State funds with available local bond funds and developer fees. PUHSD's goal will continue to be to commence construction as soon as it is financially practical.

Implementation of the proposed Project will result in an incremental impact on the demand for school services.

Current student generation rates applicable to development projects within RSD and PUHSD are set forth in **Table 4.11-4, *Current (2019) Student Generation Factors, Romoland School District (RSD) & Perris Union High School District (PUHSD)***.

Table 4.11-4
Current (2019) Student Generation Rates
Romoland School District (RSD) & Perris Union High School District (PUHSD)

School District/Use	Student Generation Rates		
	Elementary School	Middle School	High School
RSD			
Residential			
Single-Family Detached (SFD)	0.2706/DU	0.1142/DU	N/Ap
Single-Family Attached (SFA)	0.2736/DU	0.1179/DU	N/Ap
Multi-Family (MF)	0.3568/DU	0.1366/DU	N/Ap
Commercial/Industrial (C/I)	--	--	N/Ap
PUHSD			
Residential			
Single-Family Detached (SFD)	N/Ap	0.1247/DU	0.1010/DU
Single-Family Attached (SFA)	N/Ap	0.0820/DU	0.1148/DU
Multi-Family (MF)	N/Ap	0.0640/DU	0.1339/DU
Commercial/Industrial (C/I)	N/Ap	--	--

Source(s)
1. RSD Development School Fee Justification Study ("Justification Study"), June 12, 2018, pp. 9 & 10.
2. Mr. Hector Gonzalez, Director of Facilities, PUHSD, July 12, 2019; and PUHSD School Facilities Needs Analysis, September 14, 2018, pp. 6 & 7.
3. It is noted, student generation rates for commercial/industrial development are not applied by PUHSD.

Based on the maximum development density for the Project (637 multi-family residential units and 246,312 square feet of commercial uses) and applying the applicable generation rates listed above, the Project will generate an estimated total of three-hundred fifty-three (353) students including two-hundred twenty-seven (227) elementary students, forty-one (41) middle school students, and eighty-five (85) high school students as summarized below in **Table 4.11-5, *Estimated Number of Students Generated by the Project, "Palomar Crossings" Menifee North SP 260, Amendment No. 3***.

Table 4.11-5
Estimated Number of Students Generated by the Project "Palomar Crossings" Menifee North SP 260, Amendment No. 3

School Level	Calculation[1]	No. of Students
Elementary School	637 MF DUs x 0.3568	227
Middle School	637 MF DUs x 0.0640	41
High School	637 MF DUs x 0.1339	85
Total		353

[1] Calculations based on maximum density of the Project and current (2019) Student Generation Rates provided by RSD and PUHSD.

As previously set forth in **Table 4.11-2**, the Project is located within the Romoland Elementary School boundary of the RSD which currently has the ability to accommodate an additional 98 students before reaching its design capacity limit of 592 students. This compares to an estimated 227 elementary school students projected to be generated by the Project, a delta (overage) of 129 students. The inadequate capacity at Romoland Elementary would need to be alleviated by seeking District approval to add temporary classrooms to the school grounds, increasing class sizes, and/or making accommodations (i.e. school boundary refinements, other) at the other three existing elementary schools in the RSD boundary (Boulder Ridge Elementary, Harvest Valley Elementary, and Mesa View Elementary); or an alternative mutually acceptable plan.

Similarly, the Project will generate an estimated 41 middle school students that would exceed the design capacity limit for Ethan A. Chase Middle School by 37 students based on 2018/19 enrollment figures. However, it is noted that future development of the residential component of the Project is anticipated to occur after construction of Middle School #2 is complete which will accommodate an additional 1,000 students within the District.

Lastly, the opening of High School #4 (Liberty High School) in August 2021, for the 2021/22 school year, will alleviate any over-capacity issues being experienced currently at Heritage High School. Development of the Project, which would generate an additional 85 students, would occur thereafter. It is anticipated that the PUHSD will refine school boundaries upon the completion of future High School #4 with a 2,600 student design capacity; thereby alleviating any capacity issues attributed to the 85 high school students generated by the Project.

Impacts to RSD and PUHSD facilities will be offset through the payment of impact fees to RSD and PUHSD, prior to the issuance of a building permit. Impact fees shall be paid at the current rate at the time of building permit issuance.

Payment of these fees (**Standard Condition SC-PS-5**) is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA. After payment of these fees, any impacts will be considered less than significant.

4.11.4.4 Standard Conditions and Mitigation Measures

Standard Condition(s)

SC-PS-5 Prior to the issuance of a building permit for any each residential unit, the Project applicant shall pay the most recent developer fee to RSD and PUHSD which is applicable at the time of building permit issuance.

Mitigation Measure(s)

No mitigation measures for impacts to schools are necessary, as payment of SB50 fees are considered adequate mitigation under the law.

4.11.4.5 Cumulative Impacts

The Project, in conjunction with other projects anticipated within the proposed Project area will generate students in excess of what the local schools are presently able to accommodate. The payment of school impact fees (see **Standard Condition SC-PS-5**, above) and provision of

school sites within each future development, commensurate with each project's level of impact, is considered adequate fair share contribution to cumulative impacts associated with development that leads to a determination of less than significant. Project school impacts are less than significant.

4.11.4.6 Unavoidable Significant Adverse Impacts

The school districts servicing the proposed Project and vicinity would be unavoidably impacted by the Project specific and cumulative impacts from the population generated by the proposed residential units. Because of the existing regulations and based on the analysis presented above, all potential direct impacts of the Project and cumulative impacts are considered to be less than significant with the payment of statutory impact fees (see **Standard Condition SC-PS-5**, above). The basis for this conclusion is that adequate funding will be generated to meet the new demand for School Services with the two school districts, RSD and PUHSD in accordance with state law. This will preclude the Project from creating any unavoidable significant adverse impact. Project school impacts are less than significant.

4.11.5 Other Public Facilities – Library Services

4.11.5.1 Environmental Setting

The Riverside County Library System provides library services to Menifee through three branches:

- Sun City Library at 26982 Cherry Hills Boulevard. This facility spans 10,500 square feet and has a collection of 57,247 items. This is the principal library serving the city of Menifee's residents. The library was closed for remodeling March 5, 2018 through early July 2018. The facility is open to the public seven days per week, Sunday, 12:00 p.m. – 4:00 p.m.; Monday, 10:00 a.m. – 6:00 p.m.; Tuesday, 11:00 a.m. – 7:00 p.m.; Wednesday, 10:00 a.m. – 6:00 p.m., Friday, 10:00 a.m. – 6:00 p.m.; and Saturday 9:00 a.m. - 3:00 p.m.
- Paloma Valley Library at 31375 Bradley Road. This facility is 5,589 square feet in area and has 13,668 items in its collection. The facility, located on the campus of Paloma Valley High School, is open to the public five days per week, Monday through Wednesday 12:00 p.m. to 7:00 p.m., Thursday, 12:00 p.m. to 5:00 p.m., and Saturday 10:00 a.m. to 2:00 p.m.
- Romoland Library at 26000 Briggs Road in Menifee next to the east City boundary. Romoland Library is a joint use facility used by the Riverside County Library System and the Perris Union High School District; the facility is used by Heritage High School and is on the school campus. The library spans 6,600 square feet and contains 23,926 items in its collection. This is a joint use facility that opened August 2007 on the campus of Heritage High School. The facility is open to the public five days per week, Monday through Thursday, 3:00 p.m. to 7:00 p.m., and Saturday 10:00 a.m. to 2:00 p.m.

4.11.5.1.a Regulatory Setting

Ordinance No. 17-232, Development Impact Fees

The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF). DIF shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final

inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit. DIF is used to pay for library services.

It should be noted that payment of DIF's is required and is not considered unique mitigation under CEQA. Please reference **Standard Condition SC-PS-6**, in Subsection 4.11.5.4.

4.11.5.2 Thresholds of Significance

As discussed previously, the Project impacts pertaining to Other Public Services - Libraries resources will be analyzed. According to the IS, the Project would have a significant impact if it would:

e. Result in substantial adverse physical impacts associated with the provision of new or physically altered other public services - libraries facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public services - libraries.

The question posed in the IS is included to guide the impact analysis and the above significance criterion represent a summary of the thresholds raised in the City's IS. The potential other public services - libraries changes in the environment are addressed in response to the above thresholds in the following analysis.

4.11.5.3 Potential Impacts

THRESHOLD e: 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 public services - libraries?

Less Than Significant Impact

According to the *GPEIR*, existing library facilities and collections are not adequate to serve the current population in Menifee. As the City grows, this deficiency will only become compounded. Implementation of the Project will result in the creation of 637 homes, with a projected population of 2,293 residents. This will add an increment of impact to the existing library facilities.

Impacts to library facilities will be offset through the payment of DIF to the City, prior to the issuance of a building permit. Fees shall be paid at the current rate at the time of building permit issuance.

Payment of these fees (**Standard Condition SC-PS-6**) is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA. After payment of these fees, any impacts will be considered less than significant.

4.11.5.4 Standard Conditions and Mitigation Measures

Standard Condition(s)

(Please note that issue area d. (Parks) was thoroughly analyzed in Subchapter 4.12, Recreation, of this DEIR. Therefore, **SC-PS-5**, pertaining to parks and Quimby fees, can be found in Subchapter 4.12, Recreation, of this DEIR.)

SC-PS-6 The Project applicant shall pay Development impact fees at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit.

Mitigation Measure(s)

No mitigation measures for impacts to libraries are necessary, as payment of fees are considered adequate mitigation under the law.

4.11.5.5 Cumulative Impacts

The Project, in conjunction with other projects anticipated within the proposed Project area will generate additional demand upon library services and the need for books. The payment of DIF (see **Standard Condition SC-PS-6**) is considered adequate fair share contribution to cumulative impacts associated with development that leads to a determination of less than significant. Project library impacts are less than significant.

4.11.5.6 Unavoidable Significant Adverse Impacts

The libraries servicing the proposed Project and vicinity would be unavoidably impacted by the Project specific and cumulative impacts from the population generated by the proposed residential units. Because of the existing regulations and based on the analysis presented above, all potential direct impacts of the Project and cumulative impacts are considered to be less than significant with the payment of statutory DIF (see **Standard Condition SC-PS-6**). This will preclude the Project from creating any unavoidable significant adverse impact.

4.12 RECREATION

4.12.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of recreation from implementation of the Project. The Recreation Section of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Based on the analysis in the IS it was determined that both issue areas a. and b., related to recreation, **would** be further analyzed in the Draft Environmental Impact Report (DEIR).

Standard conditions SC-REC-1, **SC-PS-5**, and **SC-PS-6** have been carried over to this DEIR from the IS.

There were no mitigation measures presented in the IS to be carried over to this DEIR.

In addition to the IS, the following sources were used in the evaluation presented in this Subchapter:

- *General Plan Environmental Impact Report (GPEIR),* (*Chapter 5.16 – Recreation)* https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report
- *City of Menifee Parks, Trails, Open Space & Recreation Master Plan,* prepared by RJM Design Group, 12-2015 https://www.cityofmenifee.us/DocumentCenter/View/3565/860-07-Menifee-Master-Plan?bidId=
- Google Maps www.google.com/maps
- *General Plan Open Space & Conservation Element* https://www.cityofmenifee.us/221/General-Plan
- Open Space and Conservation Background Document & Definitions https://www.cityofmenifee.us/DocumentCenter/View/1081
- Ordinance No. 2014-146 "An Ordinance of the City Council of the City of Menifee, California, Adding Chapter 13.01 to the Menifee Municipal Code Establishing Regulations for the Use of Park and Recreation Areas within the City" https://www.cityofmenifee.us/DocumentCenter/View/1647
- Development Impact Fees per Ordinance No. 17-232 https://www.cityofmenifee.us/DocumentCenter/View/5853/City-of-Menifee-Updated-DIF-Schedule-and-Summary-2018
- Municipal Code Section 9.55: "Parkland Dedication or Quimby Fee Requirements for Residential Development Requiring a Tentative Map or Parcel Map" http://library.amlegal.com/nxt/gateway.dll/California/menifee_ca/cityofmenifeecaliforniacodeofordinances?f=templates$fn=default.htm$3.0$vid=amlegal:menifee_ca
- Western Riverside County Non-Motorized Transportation Plan http://ca-wrcog.civicplus.com/DocumentCenter/View/194

Comment Letters Received on the Notice of Preparation (NOP)

***Comment Letter # 7*: Valley-Wide Recreation and Park District (Valley-Wide) (dated 03/27/19) states:**

- This project is located within Valley-Wide's sphere of influence. Valley-Wide respectfully requests that the City impose the following conditions during the entitlement process of the project to address project impacts on parks, recreation, and open-space:
  - The project shall annex into Valley-Wide's Menifee North Park Community Facilities District for landscape maintenance of all parkways, parks, detention basins, and other open-space lots located within Valley-Wide's boundaries.
  - All landscaped areas, including parks, shall be constructed per Valley-Wide standards, and all areas of proposed landscape maintenance shall be identified as a numbered or lettered lot. Each of these lots shall be either dedicated in fee to Valley-Wide or made subject to an easement to Valley-Wide for open-space landscape maintenance.
  - Prior to any Tentative Tract Map approval, a Preliminary Maintenance Exhibit (PME) shall be reviewed and approved by Valley-Wide.
  - Prior to any Tentative Tract Map approval, a Preliminary Park Concept (PPC) shall be reviewed and approved by Valley-Wide.
  - Prior to map recordation, a park agreement for construction of parks between the developer and Valley-Wide shall be executed.
- The developer will be required to provide 9.6 acres of active, useable park built to Valley-Wide's standards. Project approvals should expressly require this.
- The Initial Study assumes that any proposed specific plan amendments would not impact the 12.5 Acre Community Park (PA 10) shown on the previously approved Specific Plan No. 260 Amendment No. 2, Substantial Conformance No. 1.; please ensure that this is so.
- To best address the issues raised above, Valley-Wide encourages the developer to contact them directly regarding the development of this Project, to ensure that Valley-Wide standards are met.

Response: These comments pertain to the implementing projects within the Specific Plan. They are noted and are typical conditions of approval for Tentative Tract Maps. The Project will provide private recreation facilities. The following is the formula use to determine the recreational facilities generated by a Project residential population of 1,760 residents, at 5 acres per 1,000 residents:

637 units x 2.763 persons/house = 1,760 residents
(1,760/1000) x 5 = 8.80 acres

*In order to mitigate any Project impacts that would increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated, the Project would be required to pay in-lieu fees in to the City of Menifee order to comply with the Quimby Act (as implemented under Municipal Code Section 9.55) (**Standard Condition SC-REC-1** (**Standard Condition SC-PS-5**), as outlined in Subsection 4.12.5). Per Section 9.55, these fees are to be used only for the purposes of developing new or rehabilitating existing neighborhood or community park or recreational facilities. The Project will not impact the 12.5 acre Community Park (PA 10). It should be noted that although the Project is currently located within Valley-Wide's sphere of influence, the City has submitted a detachment application to the Riverside Local Agency Formation Commission and the matter is under litigation.*

No other comments regarding recreation were received in response to the Notice of Preparation, or at the Scoping Meeting held on March 11, 2019.

Therefore, the above issues "a" and "b" and the issues identified in the IS/NOP (summarized above), are the focus of the following evaluation of recreation.

4.12.2 Environmental Setting

Parks and other recreational facilities provide a multitude of benefits to the community, such as open space, conservation of natural and significant resources, buffers between land uses, preservation of scenic views, trails, and other recreational uses.

Menifee's active parks offer an array of facilities, including: playgrounds, sports courts, barbeque facilities, and picnic benches. The largest active recreation facility is the Menifee Recreation Center/Wheatfield Park at the southwest corner of Menifee and La Piedra Roads. The Recreation Center and park provide a gymnasium, baseball fields, basketball, tennis and volleyball courts, horseshoe pits, and a picnic area. A 25,000-square-foot community center on Briggs Road includes a child-care center, gymnasium, multipurpose rooms, kitchen, snack bar, park with two lighted baseball fields, a tot lot, and picnic shelters. Menifee contributed funds to the development of the Perris-Menifee Valley Aquatic Center, a 12-acre county-run project in Perris near the Menifee border.

The City's passive parks primarily offer space for outdoor activities. Some of Menifee's parks are designated especially for passive recreation. Desert Green Park, Pepita Square Park, and Richmond Park are three spaces in the City devoted entirely to passive recreation. Aldergate Park and E. L. Pete Peterson Park also have off-leash dog parks. Reference **Figure 4.12-1, *Parks, Recreation Centers, and Libraries***.

Table 4.12-1, *City-Owned Park Sites*, below, lists the thirteen (13) City-owned parks that are currently operational and 2 that are listed as "coming soon." Overall, that makes fifteen (15) city-owned parks, totaling approximately 78.02 acres.

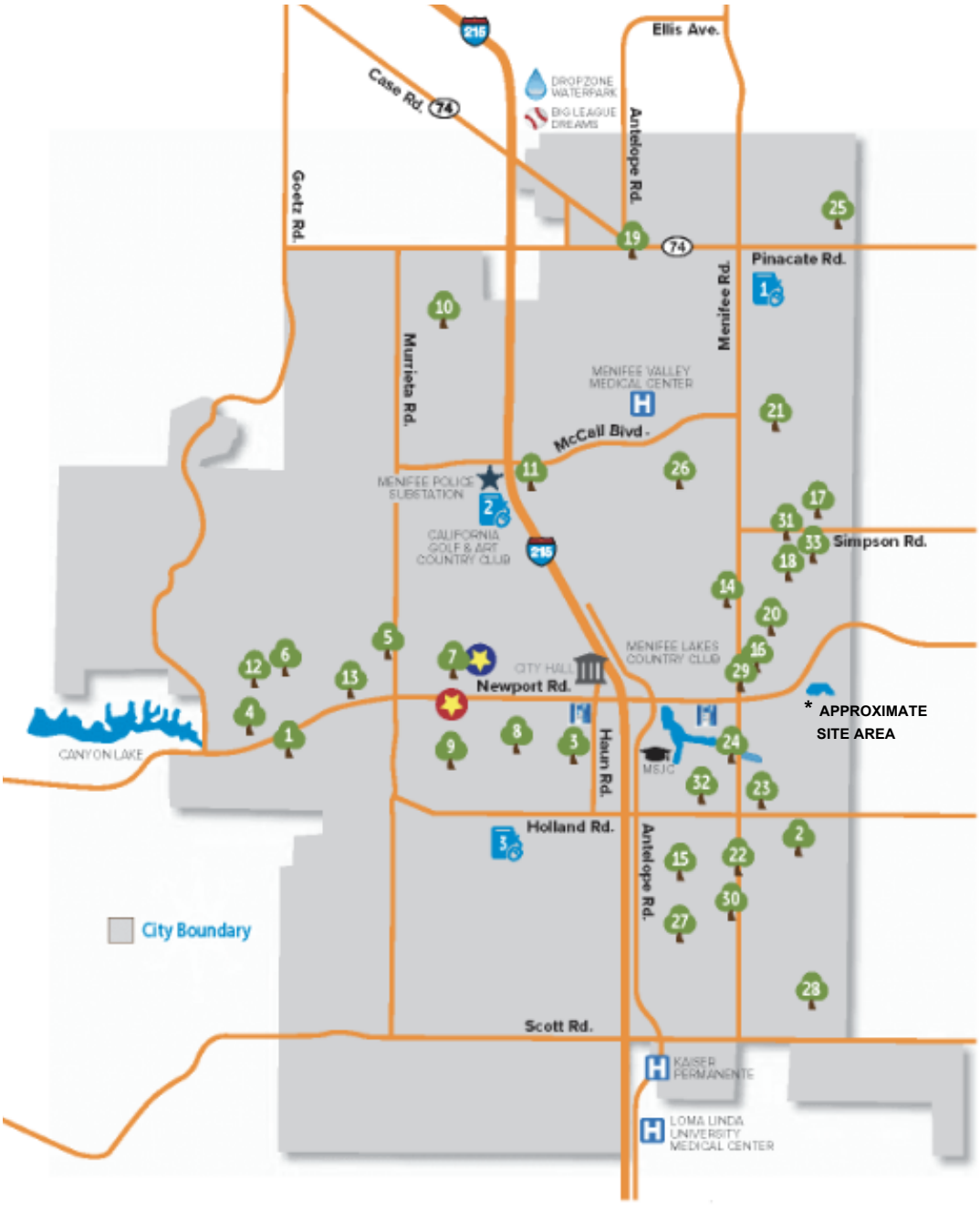
Table 4.12-1
City-Owned Park Sites

Park Name	Address	Acreage
Audie Murphy Ranch Sports Park	30376 Lone Pine Drive	11.29
E.L. Peterson Park	29621 Park City Avenue	4.81
Kay Ceniceros Senior Center	29995 Evans Road	1.45
La Ladera Park	29629 La Ladera Road	8.30
Lazy Creek Park and Recreation Center	26480 Lazy Creek Road	3.40
Lyle Marsh Park	27050 School Park Drive	6.07
Nova Park	25444 Nova Lane	3.35
Rancho Ramona Park	28050 Encanto Drive	1.87
Spirit Park	25507 Normandy Road	8.78
Hidden Hills Park	N/A	5.18
Mayfield Park	26410 Rim Creek Path	2.54
Silver Star Park	30054 Thunder Court	3.42
Creek View Park	24331 Audie Murphy Road South	2.56
Central Park	30268 Civic Plaza Drive	5.0
Centennial Park	Holland Rd & Dartmoor St	10

Source: Existing Public Park Regulations & Facilities https://www.cityofmenifee.us/285/Parks

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Figure 4.12-1
Parks, Recreation Centers, and Libraries



City of Menifee Parks

1 **Audie Murphy Ranch Sports Park**
Newport Rd. & Lone Pine
2 **Centennial Park**
Holland Rd. & Dartmoor St.
3 **Central Park**
30268 Civic Plaza Dr.
4 **Creek View Park**
Audie Murphy Ranch Rd.
5 **E.L. Pete Petersen Park**
29621 Park City Ave.
6 **La Ladera Park**
29629 La Ladera Rd.
7 **Lazy Creek Park**
26480 Lazy Creek Rd.
8 **Lyle Marsh Park**
27050 School Park Dr.
9 **Mayfield Park**
26410 Rim Creek Path
10 **Nova Park**
25444 Nova Ln.
11 **Rancho Ramona Park**
28050 Encanto Dr.
12 **Silver Star Park**
30054 Thunder Ct.
13 **Spirit Park**
25507 Normandy Rd.

Valley-Wide Recreation and Park District Parks

14 **Aldergate Park**
Menifee Rd. & Aldergate Dr.
15 **Autumn Breeze Park**
Autumn Ln. & Corderro Ln.
16 **Desert Green Park**
Painted Desert Dr. & Desert Terrace Dr.
17 **Discovery Park**
Heritage Lake Dr. & Calm Horizon Dr.
18 **El Dorado Park**
Trailhead Dr. & Lindenberger Rd.
19 **Eller Park**
Highway 74 & Antelope Rd.
20 **Grand Vista Park**
Grand Vista Ave. & Promenade Rd.
21 **Heritage Park**
Heritage Lake Dr. & McCall Blvd.
22 **Hidden Meadows Park**
Highland Ct.
23 **Lago Vista Sports Park**
Holland Rd. & Bell Mountain Rd.
24 **La Paloma Park**
Menifee Rd. & Bayport Ln.
25 **Marion V. Ashley Park and Community Center**
25625 Briggs Rd.
26 **McCall Canyon Park**
Brantely Ct. & Crestwood St.
27 **Menifee South Tot Lot**
Feather Creek & Eickhoff Dr.
28 **Mira Park**
Wickerd Rd. & Mira St.
29 **Pepita Square Park**
Camino Pepita & Camino Cristal
30 **Rolling Hills Park**
Pacific Bluff St.
31 **Sunrise Park**
Simpson Rd. & Lindenberger Rd.
32 **Wheatfield Park, Menifee Gym and Rec Center**
Menifee Rd. & La Piedra Rd.
33 **Mahogany Creek Park**
Garden Grove Dr. & Park Trail Way

Menifee City Hall
29844 Haun Rd. | (951) 672-6777

Community Services Dept. HQ West Annex Bldg.
29995 Evans Rd. | (951) 723-3880

Kay Ceniceros Senior Center
29995 Evans Rd. | (951) 672-9673

Lazy Creek Recreation Center
26480 Lazy Creek Rd. | (951) 679-8092

Menifee Police Substation
28115 Bradley Rd. | (951) 210-1065

Mt. San Jacinto College
28237 La Piedra Rd.

Menifee Valley Medical Center
28400 McCall Blvd.

Kaiser Permanente
28150 Keller Rd., Murrieta, CA 92563

Loma Linda University Medical Center
28062 Baxter Rd., Murrieta, CA 92563

Big League Dreams
2155 Trumble Rd., Perris, CA 92570

DropZone Waterpark
2165 Trumble Rd., Perris, CA 92570

Electric vehicle charging stations

Romoland Library
26001 Briggs Rd.

Sun City Library
26982 Cherry Hills Rd.

Paloma Valley Library
31375 Bradley Rd.

PARKS HOTLINE
(951) 725-3888
Call 9-1-1 for emergencies

Source: City of Menifee
https://www.cityofmenifee.us/285/Parks

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Table 4.12-2, *Valley-Wide Owned Park Sites Within the City of Menifee*, lists the twenty-one (21) Valley-Wide owned parks that are currently operational within the City of Menifee, which total 119.36 acres.

Table 4.12-2
Valley-Wide Owned Park Sites Within the City of Menifee

Park Name	Address	Acreage
Aldergate Park	Menifee Road and Aldergate Drive	8.10
Autumn Breeze Park	Autumn Lane and Corderro Lane	1.48
Desert Green Park	Painted Desert Drive and Desert Terrace Drive	0.45
Discovery Park	Heritage Lake Drive and Calm Horizon Drive	7.34
El Dorado Park	Trailhead Drive and Lindenberger Road	3.12
El Dorado Pocket Park	Rustic Glen Street and Longleaf St.	0.37
Eller Park	Highway 74 and Antelope Road	5.13
Grand Vista Park (Richmond Park)	Grand Vista Ave. and Promenade Road	0.30
Heritage Park	Grand Vista Ave. and Promenade Road	4.82
Hidden Meadows Park	Highland Curt	2.39
La Paloma Park	Menifee Road and Bayport Lane	4.36
Mahogany Creek Park	Garden Grove Drive and Park Trail Way	3.36
Marion V. Ashley Park and Community Center	25625 Briggs Road	11.36
McCall Canyon Park	Brantley Court and Crestwood St.	3.03
Wheatfield Park and Menifee Gym and Community Center	Menifee Road and La Piedra Lane	26.87
Menifee South Tot Lot	Feather Creek and Eickhoff Drive	1.11
Mira Park	Mira St. and Wickerd Road	5.66
Pepita Square Park	Camino Pepita Drive and Camino Cristal	0.54
Rolling Hills Park	Pacific Bluff St.	2.46
Sunrise Park	Simpson Road and Lindenberger Road	11.19
Lago Vista	Holland Road and Menifee Road	15.92

Source: Existing Public Park Regulations & Facilities https://www.cityofmenifee.us/285/Parks

In addition to the City's active and passive recreational facilities, the City has four 18-hole golf courses, two in Sun City (one is executive style) and another two in Menifee Lakes.

Kabian County Park, next to the northwest City boundary, offers about 639 acres (one square mile) of open space.

The following parks are defined in the *GPEIR* (pp. 5.15-1 and 5.15-2):

- **Mini-Parks**: May be as large as one acre, although they typically occupy infill parcels. These parks are used to address limited recreation needs and generally offer targeted amenities.

- **Neighborhood Parks**: The basic unit of the City's park system. Neighborhood parks range in size from 1 to 10 acres and generally accommodate informal activities and passive recreation.
- **Community Parks**: These parks serve a broader purpose than Neighborhood parks. Community parks meet the City's recreation needs for more formal and highly programmed activities. Amenities may include lighted sports fields, gymnasiums, art venues, and community meeting facilities.
- **Regional Parks**: These parks serve an area larger than the community in which they are located and are usually greater than 40 acres in size. Amenities may be similar to those of Community parks, but on a larger scale that would attract users from a wider area.
- **Special Use Properties/Facilities**: These parks provide more specific park and recreation facilities such as tennis courts or swimming pools.

Figure 4.12-2, *Existing and Proposed Recreation Areas* shows the existing and proposed parks within the City, and in proximity of the Project site. **Figure 4.12-2** shows the locations of the following:

- Public Park – Existing;
- Public Park – Proposed;
- Private Park – Existing;
- Private Park – Proposed;
- Golf Course – Existing; and
- Golf Course – Proposed.

Figure 4.12-2 also shows the proximity of the Project site within the vicinity of a public or private park. As shown on **Figure 4.12-2**, the Project site is located within ½-mile of existing public parks (Eller Park/Motte Field Park located to the west), and within 1 mile of the Marion V. Ashley Community Center (located to the east). A proposed public park is also located immediately adjacent (north) to the Project a site in Planning Area 10.

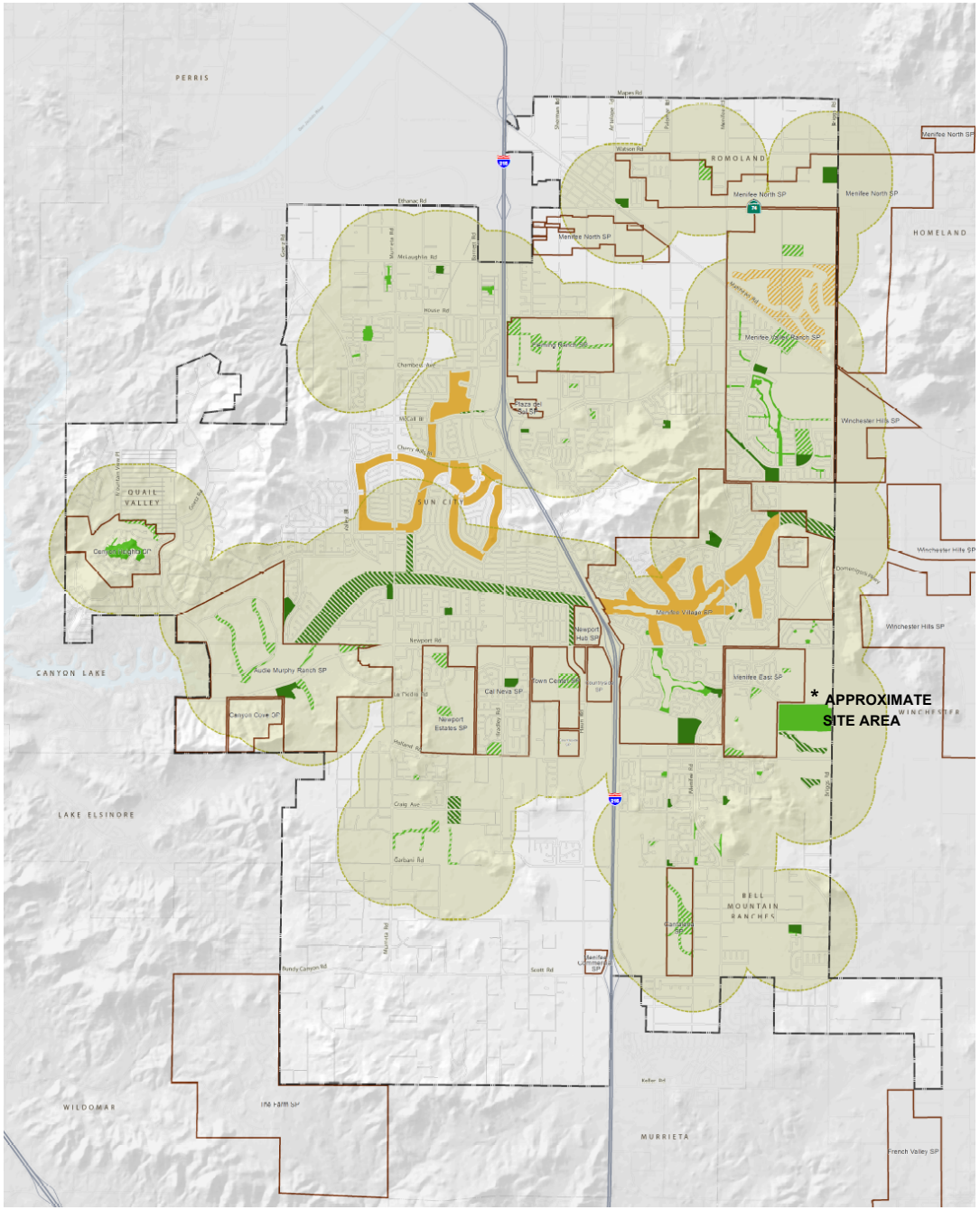
4.12.2.1 Trails

Proposed recreational trails and Class I, II, and III bike routes are shown on Exhibit OSC-1 and C-4 of the General Plan, which is included as **Figure 4.12-3, *Proposed Recreational Trails and Class I, II, and III Bike Routes***.

Types of trails planned by the City include:

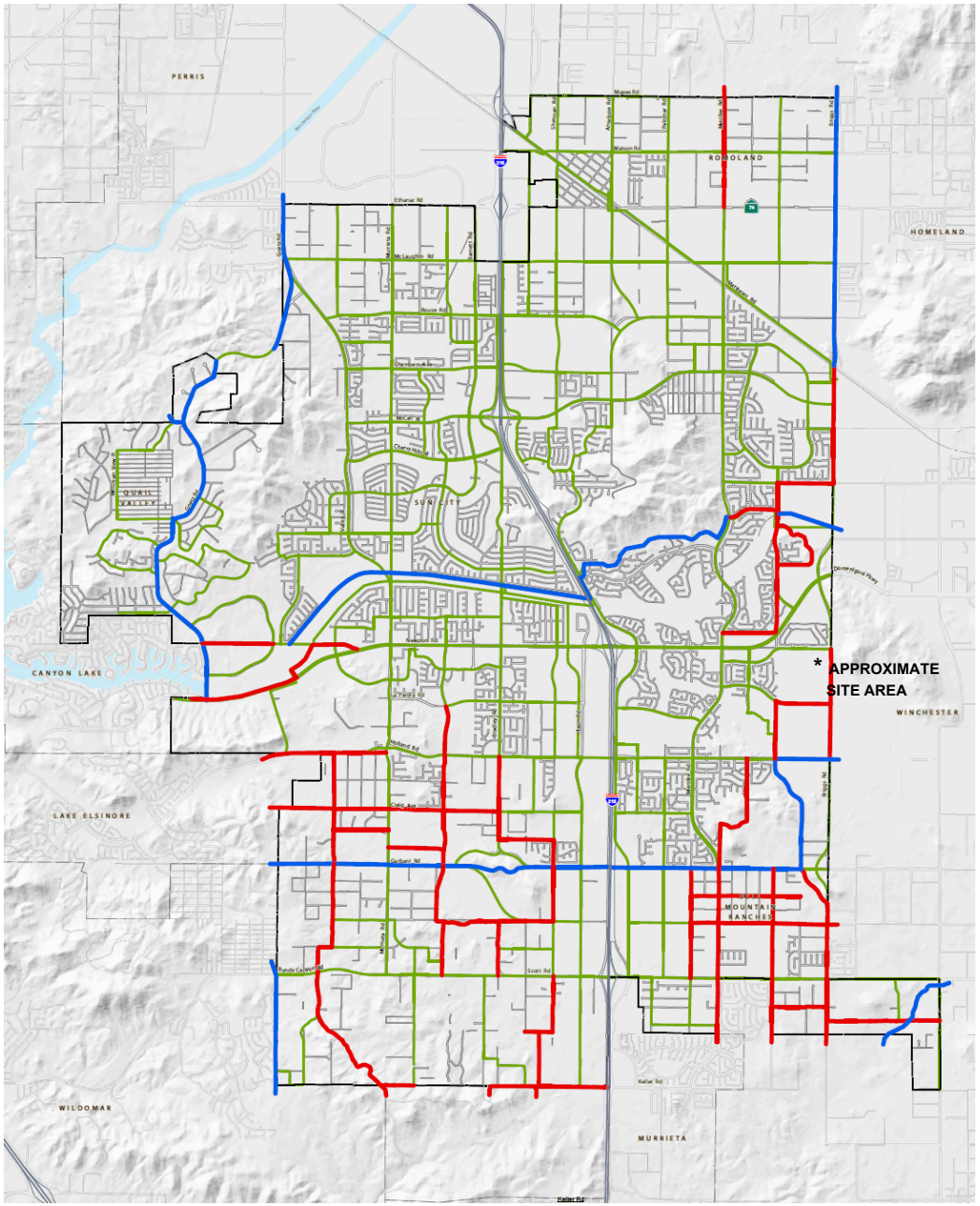
- Off-road bike trails (subregional).
- Off-road neighborhood electric vehicle (NEV)/bike trails (community).
- On-street bike lanes (subregional).
- On-street bike lanes and NEV/bike lanes (community).
- Hiking/biking trail (community).

Figure 4.12-2
Existing and Proposed Recreation Areas



Source: City of Menifee
https://www.cityofmenifee.us/DocumentCenter/View/1090

Figure 4.12-3
Proposed Recreational Trails and Class I, II, and III Bike Routes



Source: City of Menifee
https://www.cityofmenifee.us/DocumentCenter/View/1091

Subregional routes included in the Western Riverside Council of Governments (WRCOG) Non-Motorized Transportation Plan are:

- Route 15 (Salt Creek/Domenigoni): Crosses the City east–west, partly along Salt Creek. Extends east to Hemet, southwest to Wildomar.
- Route 19 (Bundy/Scott): Crosses the City east–west on Bundy Canyon Road and Scott Road. Extends west to Wildomar and east of Menifee.
- Route 23 (I-215 South, Menifee, Murrieta): North–South mainly on Haun Road and Bradley Road. Extends south to Murrieta.
- Route 24 (Case-Leon): Runs northwest–southeast alongside Burlington Northern Santa Fe (BNSF) railroad track; extends north to Perris, south to Murrieta. (WRCOG 2010)

Route 15 and parts of Route 24 would be off-road, and the remaining subregional trails would be on-road.

These routes are shown on **Figure 4.12-4, *WRCOG Non-Motorized Transportation Network***.

According to the General Plan EIR, bike lanes are defined as follows:

- Class I Bike Trails: Provides for bicycle travel on a paved or graded path outside of a road right of way. Bike trails may be shared with other uses, such as pedestrians on a multiuse trail. Class I bike trails are typically 8 to 12 feet in width to accommodate bidirectional travel.
- Class II Bike Lanes: Provides a striped lane within the road right of way for one-way bicycle travel. Bike lanes may be shared with NEVs and/or golf carts under certain circumstances. Bike lanes are typically 5 to 8 feet in width adjacent to the curb lane. On-street parking with Class II bike lanes will require safety considerations.
- Class III Bike Routes: Bike routes are signed but not striped for bicycle use. Bike routes are generally planned on low volume, low speed local and collector streets where vehicular conflicts are minimal.

4.12.2.2 Regulatory Setting

4.12.2.2.a Quimby Act

This act is state legislation that authorizes cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities (California Government Code 66477). The Quimby Act permits local jurisdictions to require dedication of land, payment of fees, or both, to provide up to five acres of parkland per 1,000 residents in new developments. Where a local jurisdiction has not adopted its own parkland per resident standard, the Quimby Act authorizes payment of fees, dedication of land, or both, to provide up to three acres of parkland per 1,000 residents in new developments.

4.12.2.2.b Local

General Plan Parkland Requirement

The City of Menifee requires a minimum of five acres of public open space to be provided for every 1,000 City residents.

Applicable City of Menifee General Plan Goals and Policies

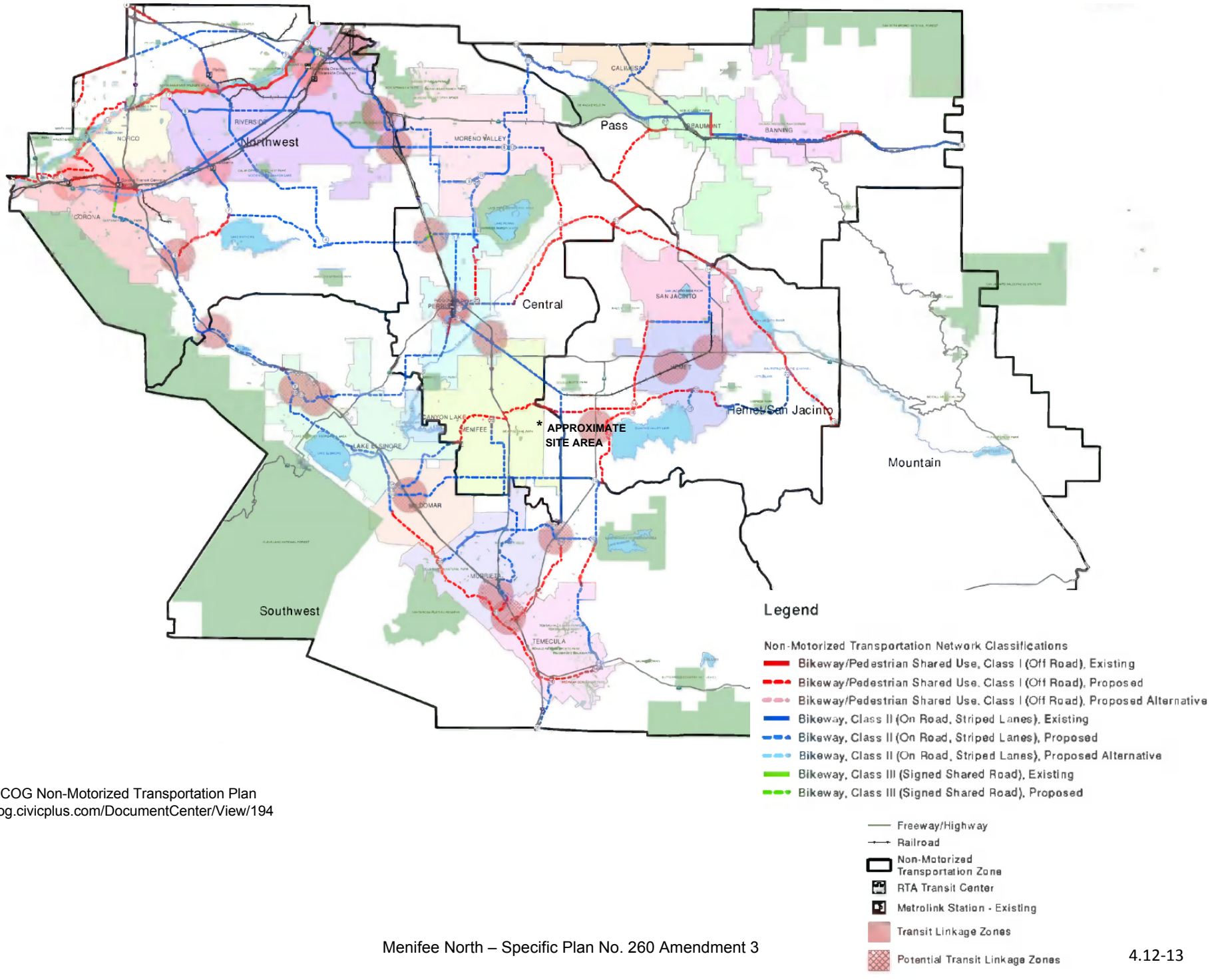
- **Goal OSC-1:** A comprehensive system of high quality parks and recreation programs that meets the diverse needs of the community.
  - **Policy OSC-1.1:** Provide parks and recreational programs to meet the varied needs of community residents, including children, youth, adults, seniors, and persons with disabilities, and make these facilities and services easily accessible and affordable to all users.
  - **Policy OSC-1.2:** Require a minimum of five 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 (one-half mile) of a public open space.
  - **Policy OSC-1.4:** Enhance the natural environment and viewsheds through park design and site selection.
  - **Policy OSC-2.1:** Develop recreational trails for hiking, biking, and equestrian use throughout the City, making them, to the extent feasible, accessible to people of different neighborhoods, ages, and abilities.
  - **Policy OSC-2.8:** Ensure safety along recreational trails through appropriate lighting, signage, and other crime prevention through environmental design (CPTED) strategies.
- **Goal LU-1:** General Land Use. Land uses and building types that result in a community where residents at all stages of life, employers, workers, and visitors have a diversity of options of where they can live, work, shop, and recreate within Menifee.
  - **Policy LU-1.7:** Ensure neighborhood amenities and public facilities (natural open space areas, parks, libraries, schools, trails, etc.) are distributed equitably throughout the City.
  - **Policy LU-1.8:** Ensure new development is carefully designed to avoid or incorporate natural features, including washes, creeks, and hillsides.

City of Menifee Parks, Trails, Open Space, and Recreation Master Plan

The City of Menifee's Parks, Trails, Open Space, and Recreation Master Plan (Master Plan) is a guide and implementation tool for the management and development of parks and recreational facilities and programs within the City of Menifee. The Master Plan provides a clear set of objectives to provide direction for the maintenance, development, re-development, expansion and enhancement of City's park system, open spaces, trails, and recreation facilities program and services for short term, mid-term and long term.

The Master Plan builds on previous planning efforts and provides an up-to-date understanding of the current and future recreation and program needs and opportunities within the City.

Figure 4.12-4
WRCOG Non-Motorized Transportation Network



Source: WRCOG Non-Motorized Transportation Plan
http://ca-wrcog.civicplus.com/DocumentCenter/View/194

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City of Menifee Municipal Code Sections 9.55 and 9.56

Section 9.55 of the Municipal Code is entitled "Parkland Dedication or Quimby Fee Requirements for Residential Development Requiring Tentative Map or Parcel Map." Section 9.55 authorizes the City to require the dedication of land for park or recreation facilities, or payment of fees in-lieu thereof (or a combination of both), incident to and as a condition of approval for a tentative map or parcel map. The land, fees, or combination thereof that are dedicated pursuant to Section 9.55 are to be used only for the purposes of developing new or rehabilitating existing neighborhood or community park or recreational facilities to serve the subdivision that prompts the dedication, and the amount and location of land to be dedicated or the fees to be paid will bear a reasonable relationship to the use of the park and recreational facilities by future inhabitants of the subdivisions subject to Section 9.55. The enactment of Section 9.55 prevents new residential development from reducing the quality and availability of public services provided to residents of the City by requiring new residential development to contribute to the cost of expanding the availability of park and recreational facilities and amenities in the City. Section 9.55 is enacted pursuant to the authority granted by the Quimby Act. The dedication of land and/or Quimby Fees for park or recreational purposes shall be at the rate of five acres per 1,000 residents.

Section 9.55 is for subdivisions and Section 9.56 is for other types of development. If a subdivision is proposed, Section 9.55 will apply if a residential project is proposed that does not include a subdivision, Section 9.56 will apply. Should these ordinances be superseded with a subsequent ordinance the ordinance that is in effect at permit issuance will apply.

It should be noted that payment of the Quimby Fees is required and is not considered unique mitigation under CEQA (reference (**Standard Condition SC-PS-5**).

Ordinance No. 17-232, Development Impact Fees

The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF). For residential projects DIF's shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. However, the fees may also be paid at the time application is made for a building permit. DIF's are used to pay for the following recreation resources: regional parks and regional multipurpose trails. Credits may be afforded to the applicant if improvements are made to these facilities as part of the Project development.

It should be noted that payment of DIF's is required and is not considered unique mitigation under CEQA (reference (**Standard Condition SC-PS-6**).

4.12.3 Thresholds of Significance

As discussed in Subsection 4.12.1, the Project impacts to two (2) criteria pertaining to recreation will be analyzed in this DEIR. According to the IS, the Project would have a significant impact if it would:

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
b. Include recreational facilities or require the construction or expansion of

recreational facilities which might have an adverse physical effect on the environment.

The questions posed in the IS are included for each topical section to guide the impact analysis and the above significance criteria represent a summary of the thresholds raised in the City's IS. The potential recreation changes in the environment are addressed in response to the above thresholds in the following analysis.

4.12.4 Potential Impacts

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

Less Than Significant Impact

Demand for park and recreational facilities are generally the direct result of residential development. The proposed Project includes 637 multi-family dwelling units. At 2.763 persons per household, it is anticipated that the Project would result in a direct population increase of approximately 1,760 persons at Project buildout. According to the General Plan, buildout of the entire City would result in an increase of the City's population by 81,423 more than the 2010 Census count to a total of 158,942. The additional 1,760 residents generated by the Project were not included in these General Plan population numbers.

The City of Menifee has a standard of five acres of parkland per 1,000 residents. General Plan buildout would create demand for 407 acres of new parkland. The General Plan designates 725 acres of parkland. Again, the additional parkland required by the Project's 1,760residents generated by the Project was not included in these General Plan parkland numbers.

The following is the formula use to determine the recreational facilities generated by a Project residential population of 1,760 residents, at 5 acres per 1,000 residents:

637 units x 2.763 persons/house = 1,760 residents
(1,760/1000) x 5 = 8.80 acres

The existing SCE easement is being included within Planning Areas 11, 12 and 13 in this amendment. Development will have to conform with all applicable SCE easement restrictions. The easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins, and for passive recreation uses.

Open space and recreational facilities that are provided strictly for residents' private use, are maintained by Homeowner's Association(s), and will not be dedicated to the City for general public use, are not granted any parkland credit.

According to the City of Menifee General Plan Exhibit C-4 (Proposed Bikeway and Community Pedestrian Network) the following bikeways are proposed adjacent to, or within the Project site:

- SCE Easement: Community Trail – Hiking, Biking;
- Menifee Road: Community On-Street Bike Lanes (Class II); and
- Palomar Road: Class III Bike Routes.

According to the City of Menifee General Plan Exhibit OSC-1 (Proposed Recreational Trails) a Community Trail is required along Menifee Road.

The Project will be responsible for installing site-adjacent roadway improvements consistent with City of Menifee General Plan cross sections. Per the General Plan cross-sections, the shoulder may be utilized for bike lanes and the sidewalks may be utilized by pedestrians.

No routes included in WRCOG's Non-Motorized Transportation Plan are located on the Project site, or in the immediate proximity of the Project site. The closest one is a Bikeway, Class II on-road, striped-lanes (proposed) approximately 0.45 miles west of the Project site at SR74/Case Road/Matthews Road. The sidewalk, trails, and bike lanes that are provided within the Project, and as part of the Project, will connect into the greater City-wide trail and bike system.

Development of the Project has the potential to cause effects on recreational demand by the Project and other projects in the area, due to the increase in residents and the nature of the Project's private recreation facilities. The recreational facilities provided are only for the use of the Project residents. In addition, the recreational facilities are considered passive, and will not meet the needs of those seeking more active recreation opportunities, such as those associated with "league" play. Those seeking more active recreation opportunities will need to frequent other existing parks, and those parks that are anticipated to be developed in the future. The General Plan designates 725 acres of parkland. At General Plan buildout, there would be a demand for 407 acres of new parkland. This results in an excess of 318 acres of parkland in the City. The Project will generate the need for 8.80 acres. Even with the addition of these 8.80 acres, the demand would increase to 415.8 acres, which is still well within the designated acreage for parkland in the City at buildout.

Figure 4.12-2 also shows the proximity of the Project site within the vicinity of a public or private park. As shown on **Figure 4.12-2**, the Project site is located within ½-mile of existing public parks (Eller Park/Motte Field Park located to the west), and within 1 mile of the Marion V. Ashley Community Center (located to the east). A proposed public park is also located immediately adjacent (north) to the Project a site in Planning Area 10.

In order to mitigate any Project impacts that would increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated, the Project would be required to pay in-lieu fees in order to comply with the Quimby Act or Park and Recreation Mitigation Act Fees (as implemented under Municipal Code Section 9.55 or 9.65) (**Standard Condition SC-PS-5**), as outlined in Subsection 4.12.5 below). Per Section 9.55, these fees are to be used only for the purposes of developing new or rehabilitating existing neighborhood or community park or recreational facilities.

The Project will also pay Development Impact Fees per Ordinance No. 17-232 (**Standard Condition SC-PS-6**, as outlined in Subsection 4.12.5 below). DIF's are used to pay for the following recreation resources: regional parks, and regional multipurpose trails.

These are standard conditions and are not considered unique mitigation under CEQA. With the installment of **Standard Condition SC-PS-5**), and **Standard Condition SC-PS-6**, any impacts will be less than significant.

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

Less Than Significant Impact

The existing SCE easement is being included within Planning Areas 11, 12 and 13 in this amendment. Development will have to conform with all applicable SCE easement restrictions. The easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins, and for passive recreation uses.

Open space and recreational facilities that are provided strictly for residents' private use, are maintained by Homeowner's Association(s), and will not be dedicated to the City for general public use.

According to the City of Menifee General Plan Exhibit C-4, the following bikeways are proposed adjacent to, or within the Project site:

- SCE Easement: Community Trail – Hiking, Biking;
- Menifee Road: Community On-Street Bike Lanes (Class II); and
- Palomar Road: Class III Bike Routes.

According to GP Exhibit OSC-1 the Project will be responsible for installing site-adjacent roadway improvements consistent with City of Menifee General Plan cross sections. Per the General Plan cross-sections, the shoulder may be utilized for bike lanes and the sidewalks may be utilized by pedestrians.

As discussed in Threshold a, above, based on the nature of the private recreational area and related facilities that will be incorporated into the proposed Project, and the requirement to pay in-lieu fees in order to comply with the Quimby Act or Park and Recreation Mitigation Act Fees (as implemented under Municipal Code Section 9.55 and 9.56), and pay Development Impact Fees per Ordinance No. 17-232, the Project will not cause any significant adverse effects on recreational demand on other existing park and recreation facilities in the vicinity of the Project.

The construction and operations of the proposed recreational facilities, along with the entirety of the proposed Project, would require grading and development activities that would or would have the potential to contribute to physical impacts evaluated in other subchapters of this DEIR which include: aesthetics, agriculture and forestry resources, cultural resources, geology and soils, hazards and hazardous resources, noise, public services, transportation/traffic, tribal cultural resources and utilities and service systems. Please refer to these subchapters for the pertinent analysis contained therein, as the on-site recreation resources are a Project component (see Chapter 3, Project Description).

4.12.5 Standard Conditions and Mitigation Measures

Standard Condition(s)

SC-PS-5 Prior to final inspection/occupancy, the Project applicant shall offer dedication of land and/or make in-lieu payment of Quimby Fees for park or recreational purposes shall be at the rate of five acres per 1,000 residents.

SC-PS-6 The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.

Mitigation Measure(s)

No mitigation measures are required.

As discussed in the analysis for Threshold b, above, standards conditions and/or mitigation measures, associated with aesthetics, agriculture and forestry resources, cultural resources, geology and soils, hazards and hazardous resources, noise, public services, transportation, tribal cultural resources, and utilities and service systems will apply to the recreation resources, as the on-site recreation resources are a Project component (see Chapter 3, Project Description).

4.12.6 Cumulative Impacts

The cumulative study area for recreation resources is the City of Menifee, which is the area used by the City when determining its park-to-population ratio goals. The City of Menifee requires a minimum of five acres of public open space to be provided for every 1,000 City residents.

The existing SCE easement is being included within Planning Areas 11, 12 and 13 in this amendment. Development will have to conform with all applicable SCE easement restrictions. The easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins, and for passive recreation uses.

Open space and recreational facilities that are provided strictly for residents' private use, are maintained by Homeowner's Association(s) or property managers and will not be dedicated to the City for general public use, are not granted any parkland credit under Quimby. The exact types of private recreational facilities that will be made available have not been designed yet, however, these typically may include, but are not to be limited to, a pool, spa, clubhouse, play areas, walkways, picnic areas with gazebos, turf areas, basketball half courts and/or volleyball courts, and BBQ areas. It is a requirement of the City's Quimby Ordinance Section 9.55 that the land be, in fact, dedicated. Therefore, no parkland credit is being provided for these private facilities.

As stated in the *GPEIR*, General Plan buildout would create demand for 407 acres of new parkland. The General Plan designates 725 acres of parkland. At General Plan buildout, there would be a demand for 407 acres of new parkland. This results in an excess of 318 acres of parkland in the City. The Project will generate the need for 8.80 acres (which, due to its current non-residential Specific Plan Land Use Designation, was not anticipated in the City's General Plan). Even with the addition of these 8.80 acres, the demand would increase to 415.8 acres, which is still well within the designated acreage for parkland in the City at buildout.

The proposed Project will be required to pay in-lieu fees in order to comply with the Quimby or Park and Recreation Mitigation Act Fees (as implemented under Municipal Code Section 9.55

or 9.56) (**Standard Condition SC-PS-5**) and pay Development Impact Fees per Ordinance No. 17-232 (**Standard Condition SC-PS-6**). Based upon this, it was determined that the Project will not cause any significant adverse effects on recreational demand on other existing park and recreation facilities in the vicinity of the Project.

Implementation of the proposed Project in combination with cumulative projects in the area would increase use of existing parks and recreation facilities. However, as future residential development is proposed, the Project would require developers to provide the appropriate amount of parkland or pay the in-lieu fees, which would contribute to future recreational facilities. Payment of these fees and/or implementation of new parks on a project-by-project basis would offset cumulative parkland impacts by providing funding for new and/or renovated parks equipment and facilities, or new parks. The cumulative impacts associated with development of the Project would be a less than significant impact to recreation resources.

4.12.7 Unavoidable Significant Adverse Impacts

The existing recreation resources and system in the vicinity of the proposed Project would be impacted by the Project from the new residential units and associated population. The Project will result in the development of private recreation facilities, installment of sidewalks, trails and bike lanes, and will pay in-lieu fees pursuant to Municipal Code Section 9.55 or 9.56 (**Standard Condition SC-PS-5**), and payment of DIF (**Standard Condition SC-PS-6**). This will ensure that the proposed Project will not cause significant unavoidable adverse impacts to the area recreation resources.

4.13 TRANSPORTATION

4.13.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of transportation from implementation of the Project. The Transportation Section of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
b. Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
c. Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
d. Would the Project result in inadequate emergency access?

Based on the analysis in the IS it was determined that the questions pertaining to issue areas c., and d., related to transportation (in the questions asked above), **would not** require any further analysis in the Draft Environmental Impact Report (DEIR). As it pertains to these questions, the IS identified "less than significant impact" as a result of implementation of the Project.

Based on the analysis in the IS, the remaining two (2) issue areas, a. and b., related to transportation in the questions asked above, **would** be further analyzed in the DEIR.

Standard conditions SC-TR-1, **SC-TR-2**, and **SC-TR-3**, have been carried over to this DEIR from the IS.

There were no mitigation measures presented in the IS to be carried over to this DEIR.

In addition to the IS, the following sources were used in the evaluation presented in this Subchapter:

- *GPEIR (Chapter 7.17 – Transportation and Traffic)* https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report
- Ordinance No. 2009-62 "Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance of 2009" https://www.cityofmenifee.us/Archive/ViewFile/Item/407
- WRCOG Transportation Uniform Mitigation Fee Calculation Handbook http://www.wrcog.cog.ca.us/DocumentCenter/View/538
- WRCOG Regional System of Highways and Arterials, Transportation Uniform Mitigation Fee Program – Figure 4.4 http://www.wrcog.cog.ca.us/DocumentCenter/View/280
- Development Impact Fees per Ordinance No. 17-232 https://www.cityofmenifee.us/DocumentCenter/View/5853/City-of-Menifee-Updated-DIF-Schedule-and-Summary-2018
- *Palomar Crossing Traffic Impact Analysis, City of Menifee,* dated September 10, 2019, prepared by RK Engineering Group, Inc. (*TIA,* **Appendix I**)
- *Palomar Crossing Air Quality and Greenhouse Gas Impact Study, City of Menifee,*

California, prepared by RK Engineering Group, Inc., April 2, 2019. (*AQ/GHG Analysis*, **Appendix B**)

Comment Letters Received on the Notice of Preparation (NOP)

Comment Letter #6 from Southern California Association of Governments (SCAG) (dated 3/27/19) states:

- Southern California Association of Governments (SCAG) is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities.
- SCAG reviews EIRs for Projects of regional significance for consistency with regional plans pursuant to CEQA and the CEQA Guidelines.
- SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for the preparation of the Regional Transportation Plan (RTP), including the Sustainable Communities Strategy (SCS).
- SCAG has reviewed the NOP for the Project.
- SCAG asks that environmental documentation be mailed to SCAG's office in Los Angeles or emailed to the contact information in the letter.
- The Lead Agency has the sole discretion in determining a local project's consistency with the RTP/SCS.
- SCAG recommends preparing an analysis that compares the Project side-by-side with SCAG's 2016 RTP/SCS Goals to determine whether the Project is consistent, inconsistent or in-applicable with the regional goals.
- A wide range of land use and transportation strategies are included in the 2016 RTP/SCS.
- Adopted demographics and growth forecasts (population, households and employment) are provided for the SCAG Region and for unincorporated Riverside County for the years 2020, 2035, and 2040.
- The Final Program EIR for the 2016 RTP/SCS includes a list of project-level performance-based mitigation measures that are applicable and feasible. These mitigation measures may be considered by the City for adoption and implementation.
- The City as Lead Agency is responsible for assigning project-level mitigation to meet project-level performance standards for each CEQA resource category.

Response: Consistency with the RTP and SCS is analyzed in the following: Subchapter 4.3 Air Quality; Subchapter 4.5 Greenhouse Gases; Subchapter 4.7 Land Use and Planning; and Subchapter 4.13 Transportation.

No comments regarding transportation were received in response to the Notice of Preparation at the Scoping Meeting held on March 11, 2019.

Therefore, the above issues 4.13.a., and 4.13.b., and the issues identified in the IS/NOP (summarized above), are the focus of the following evaluation of transportation.

The following discussions, including Tables and Figures, are abstracted from the above referenced technical study, which is provided in Volume 2 of the DEIR, the Technical Appendices.

Note: Any tables or figures in this section are from the *TIA*, unless otherwise noted.

4.13.1.1 Traffic Impact Analysis (*TIA*) Overview

The Project's Traffic Impact Analysis (*TIA*) addressed the potential traffic impacts and circulation needs associated with the proposed Project; these needs were calculated based on a scope that was approved by the City prior to preparing the *TIA*.

Existing peak hours and daily traffic information has been collected at the key study intersections and roadway segments, respectively, on a "typical" weekday for use in the preparation of intersection and roadway segment Level of Service (LOS) calculations.

4.13.1.1.a Study Area Intersections

The *TIA* was prepared in accordance with City of Menifee and CEQA standards. The traffic analysis study area includes all potential intersections where the Project may contribute a significant amount of traffic. **Table 4.13-1, *Study Area Intersections***, lists the thirteen (13) intersections that have been included for analysis within the study area.

Table 4.13-1
Study Area Intersections

Int. #	North-South Street	East-West Street
1.	Interstate 215 (I-215) SB Ramp / State Route 74 (SR-74) at:	Bonnie Drive
2.	I-215 NB Ramp at:	SR-74
3.	I-215 SB Ramp at:	Ethanac Road
4.	I-215 NB Ramp at:	Ethanac Road
5.	I-215 SB Ramp at:	McCall Boulevard
6.	I-215 NB Ramp at:	McCall Boulevard
7.	Palomar Road at:	Watson Road
8.	Palomar Road at:	SR-74
9.	Palomar Road at:	Matthews Road
10.	Menifee Road at:	Watson Road
11.	Menifee Road at:	SR-74
12.	Menifee Road at:	McCall Boulevard
13.	Briggs Road at:	SR-74

The Project is still at the program level and a detailed site plan was not available at the time of this review. As such, Project driveways, access and internal circulation were not identified and are not reviewed within the study area of the *TIA*.

4.13.1.1.b Study Area Roadway Segments

Per City of Menifee requirements, the *TIA* also includes analysis of roadway segments where the Project may contribute a significant amount of traffic. **Table 4.13-2, *Study Area Roadway Segments***, lists the twelve (12) roadway segments that have been included for analysis within the Project study area.

Table 4.13-2
Study Area Roadway Segments

Segment	Roadway	Segment
1.	SR-74	I-215 to Antelope Road
2.	SR-74	Antelope Road to Palomar Road
3.	SR-74	Palomar Road to Menifee Road
4.	SR-74	Menifee Road to Briggs Road
5.	Ethanac Road	I-215 to Case Road
6.	Palomar Road	Watson Road to SR-74
7.	Palomar Road	SR-74 to Case Road
8.	Menifee Road	Watson Road to SR-74
9.	Menifee Road	SR-74to Case Road
10.	Menifee Road	Case Road to McCall Road
11.	Menifee Road	McCall Road to Simpson Road
12.	McCall Boulevard	I-215 to Menifee Road

The purpose of the *TIA* is to evaluate the proposed Palomar Crossing Project from a transportation/traffic standpoint and to determine whether the proposed Project will have a significant impact pursuant to the California Environmental Quality Act (CEQA).

TIA objectives include:

1. Identification of applicable plans, ordinances and policies that establish the measures of effectiveness for the performance criteria of the study area.
2. Evaluation of existing baseline traffic conditions in the study area.
3. Evaluation of Project impacts for Project Opening Year (2023) traffic conditions.
4. Evaluation of Project impacts for Cumulative traffic conditions.
5. Determination of on-site and off-site improvements and system management actions needed to achieve City of Menifee level of service and roadway design requirements.
6. Provide recommendations for promoting alternative modes of transportation and reducing vehicle miles traveled.

4.13.1.1.c Intersection Analysis Methodology

The technical guide used in the evaluation of traffic operations within the study area is the Highway Capacity Manual 2010 (HCM 2010). The HCM 2010 defines level of service as a qualitative measure which describes operational conditions within a traffic stream. It is generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate Level of Service (LOS) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

For Intersections, the HCM 2010 methodology expresses the level of service in terms of delay time for the various intersection approaches and assigns a letter value to the corresponding range. Signalized intersections and all-way stop-controlled intersections, the average control delay

per vehicle are calculated to determine the level of service. For intersections and driveways with stop control on the minor approach only, the calculation of level of service is dependent on the occurrence of gaps occurring in the free-flow traffic movement of the main street, and the level of service is determined based on the worst individual movements on the stop-controlled minor approach or movements sharing a single lane on the stop-controlled minor approach. Reference **Table 4.13-3, *HCM Level of Service***.

Table 4.13-3
HCM Level of Service

LOS	Average Control Delay Per Vehicle (Seconds)	
	Signalized	**Unsignalized**
A	0.00 - 10.00	0.00 - 10.00
B	10.01 - 20.00	10.01 - 15.00
C	20.01 - 35.00	15.01 - 25.00
D	35.01 - 55.00	25.01 - 35.00
E	55.01 - 80.00	35.01 - 50.00
F	>80.01	>50.01

4.13.1.1.d Roadway Segment Analysis Methodology

Roadway segment level of service is analyzed based on the volume to capacity ratio of the segment. The average daily traffic (ADT) is compared to the roadway segment capacity thresholds defined in the *City of Menifee Traffic Impact Study Guidelines*. Level of service for each roadway classification is listed in **Table 4.13-4, *Roadway Segment Capacity Thresholds***.

Table 4.13-4
Roadway Segment Capacity Thresholds

Roadway Classification	Number of Lanes	Maximum Two-Way ADT Volume		
		LOS C	LOS D	LOS E
Collector	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial	4	29,600	33,400	37,000
Mountain Arterial	2	12,900	14,500	16,100
Mountain Arterial	4	25,500	28,700	31,900
Urban Arterial	6	45,000	50,600	56,300
Urban Arterial	8	69,000	78,000	87,000
Expressway	4	53,000	58,000	64,000
Expressway	6	79,000	87,000	95,000
Expressway	8	106,000	119,000	132,000
Freeway	4	80,000	91,000	100,000
Freeway	6	102,000	123,000	132,000
Freeway	8	136,000	164,000	176,000
Freeway	10	169,00	205,000	220,000
Ramp[1]	1	16,000	18,000	20,000

[1] Ramp capacity is given as a one-way traffic volume.

4.13.1.3 Project Design Features

The following recommended Project design features (DF) are considered standard requirements that are expected to be included in the final Project design. Recommended design features are provided to improve on-site accessibility, reduce potential roadway and design hazards, and ensure the Project is consistent with the City's established policies and ordinances concerning traffic and transportation.

DF-1. Complete all half-section street and parkway improvements for roadways adjacent to the site per the design requirements of the Menifee General Plan Circulation Element, including any requirements for on-street bicycle lanes.

DF-2. Adequate sight distance shall be established and maintained at all Project access locations, per Caltrans and City of Menifee standards.

DF-3. Participate in any Transportation Uniform Mitigation Fee (TUMF) and Development Impact Fee (DIF) programs applicable to the proposed development (included as **SC-**

TR-2.

DF-4. The final on-site circulation system shall be reviewed and approved by the Riverside County Fire Department and local waste provider to ensure adequate access is provided.

4.13.2 Environmental Setting

4.13.2.1 Existing Traffic Controls and Intersection Geometrics

RK conducted a field review of the study area on September 20, 2017. **Figure 4.13-1, *Existing Lane Geometry and Traffic Controls*** identifies the existing roadway conditions within the study. The number of through traffic lanes for existing roadways and the existing intersection controls are identified. The type of traffic control and number of lanes at an intersection are key inputs for the calculation of level of service.

4.13.2.2 Existing Traffic Volumes

Existing traffic volume within the study area was counted in August 2017 and is shown on **Figure 4.13-2, *Existing Traffic Volumes***. Traffic counts include peak hour turning movements at study intersections and 24-hour 2-way average daily traffic (ADT) along roadway segments adjacent to the site.

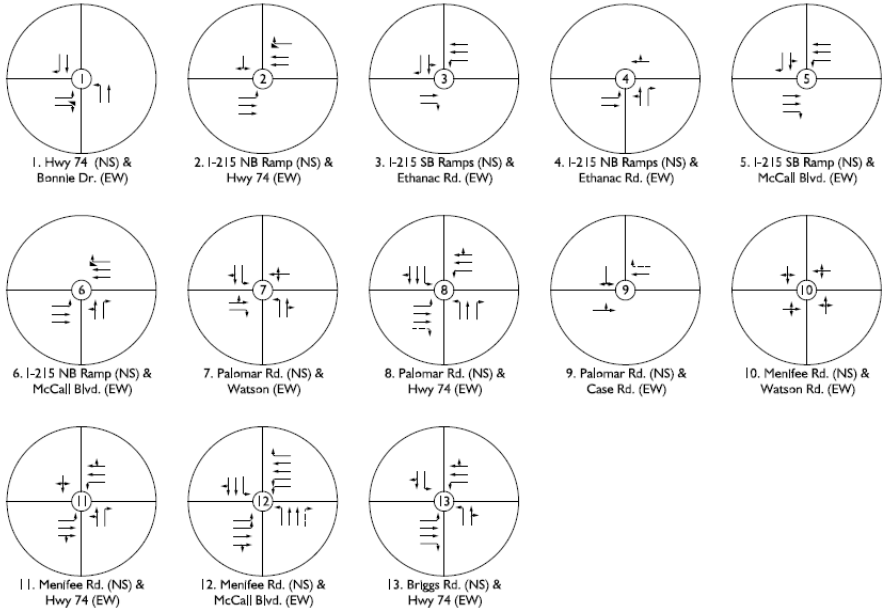
The morning peak hour of traffic is typically from 7:00 a.m. to 9:00 a.m. and the evening peak hour of traffic is from 4:00 p.m. to 6:00 p.m. Variations in peak-hour volumes can affect level of service (LOS) calculations because they vary from day-to-day. To minimize these variations, no counts are taken on Mondays, Fridays, holidays, or weekends. The traffic count worksheets are included in Appendix A of the *TIA*.

The traffic counts were conducted when local schools were in session in order to capture peak traffic demand. By measuring the peak traffic demand, the *TIA* is considered a worst-case assessment of traffic operations in the study area.

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Figure 4.13-1
Existing Lane Geometry and Traffic Controls

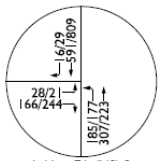




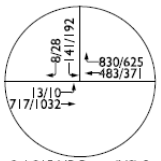
Source: TIA (**Appendix I**)

Figure 4.13-2
Existing Traffic Volumes

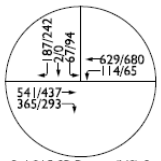




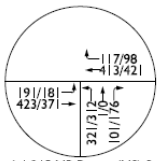
1. Hwy 74 (NS) & Bonnie Dr. (EW)



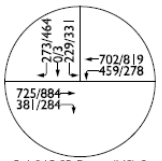
2. I-215 NB Ramp (NS) & Hwy 74 (EW)



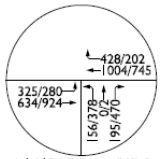
3. I-215 SB Ramps (NS) & Ethanac Rd. (EW)



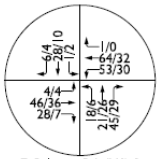
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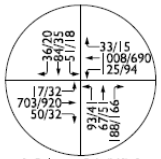
5. I-215 SB Ramp (NS) & McCall Blvd. (EW)



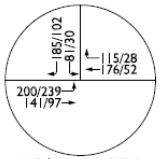
6. I-215 NB Ramp (NS) & McCall Blvd. (EW)



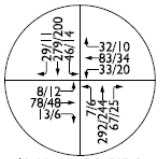
7. Palomar Rd. (NS) & Watson (EW)



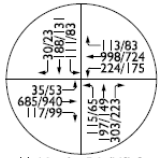
8. Palomar Rd. (NS) & Hwy 74 (EW)



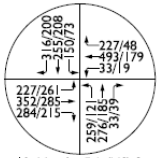
9. Palomar Rd. (NS) & Case Rd. (EW)



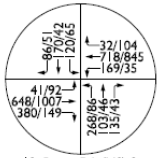
10. Menifee Rd. (NS) & Watson Rd. (EW)



11. Menifee Rd. (NS) & Hwy 74 (EW)



12. Menifee Rd. (NS) & McCall Blvd. (EW)



13. Briggs Rd. (NS) & Hwy 74 (EW)

Source: TIA (**Appendix I**)

4.13.2.3 Existing Study Intersection Level of Service

Existing intersection level of service calculations are shown in **Table 4.13-5, *Existing Conditions Intersection Level of Service Analysis*** and are based upon manual AM and PM peak hour turning movement counts and existing roadway configurations. The City of Menifee requires Level of Service D or better for all study area intersections.

Table 4.13-5
Existing Conditions Intersection Level of Service Analysis

Jurisdiction	Traffic Control[1]	Intersection Approach Lane(s) [2]												Delay (seconds) [4]		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1. I-215 SB Ramp / SR-74	TS	1.0	1.0	0.0	0.0	1.0	1.0*	1.0	-	1>>	-	-	-	12.1	16.1	B	B
2. I-215 NB Ramp / SR-74	TS	-	-	-	0.0	1!	0.0	1.0	2.0	0.0	0.0	2.0	1>>	13.1	16.2	B	B
3. I-215 SB Ramp / Ethanac Road	TS	-	-	-	0.5	0.5	1.0	0.0	1.0	1.0	1.0	2.0	0.0	17.8	19.9	B	B
4. I-215 NB Ramp / Ethanac Road	TS	0.5	0.5	1.0	-	-	-	1.0	1.0	0.0	0.0	0.5	0.5	28.1	27.6	C	C
5. I-215 SB Ramp / McCall Boulevard	TS	-	-	-	0.5	0.5	1.0	0.0	2.0	1>>	1.0	2.0	0.0	28.0	33.2	C	C
6. I-215 NB Ramp / McCall Boulevard	TS	0.5	0.5	1.0	-	-	-	1.0	2.0	0.0	0.0	2.0	1.0*	23.0	31.2	C	C
7. Palomar Road / Watson Road	AWS	1.0	0.5	0.5	1.0	0.5	0.5	0.5	0.5	1.0	0.0	1!	0.0	8.4	7.9	A	A
8. Palomar Road / SR-74	TS	1.0	1.0	1.0	1.0	1.5	0.5	1.0	2.0	1*	1.0	1.5	0.5	21.4	19.5	C	B
9. Palomar Road / Case Road	CSS	-	-	-	0.0	1!	0.0	0.5	0.5	0.0	0.0	0.5	0.5	23.2	12.1	C	B
10. Menifee Road / Watson Road	CSS	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	31.4	15.5	D	C
11. Menifee Road / SR-74	TS	0.5	0.5	1.0	0.0	1!	0.0	1.0	1.5	0.5	1.0	1.5	0.5	64.0	47.4	E	D
12. Menifee Road / McCall Boulevard	TS	1.0	2.0	1.0*	1.0	1.5	0.5	2.0	1.5	0.5	2.0	2.0	1.0	49.1	28.5	D	C
13. Briggs Road / SR-74	TS	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	47.3	32.3	D	C

[1] TS = Traffic Signal; CSS = Cross-street stop; AWS = All Way Stop.
[2] "1!" is Indicated for the through movement and "0"s are Indicated for R/L movements, the R and/or L turns are shared with the through movement. L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn;
! = Indicates general purpose lane; * = De facto right turn lane.
[3] HCM level of service is based on average vehicle approach delay for signalized intersections and worst leg/approach delay for cross-street stop controlled intersections.

As shown in **Table 4.13-5, *Existing Conditions Intersection Level of Service Analysis*** all intersections are currently operating at acceptable levels of service, D or better, with the exception of Menifee Road at SR-74, which is currently operating at LOS E in the AM peak hours.

Intersection analysis calculation worksheets for existing conditions are provided in Appendix B of the *TIA*.

4.13.2.4 Existing Roadway Segment Level of Service

The roadway segment level of service calculations for Existing Conditions are shown in **Table 4.13-6, *Existing Conditions Roadway Segment Analysis*** and are based upon measured ADT counts compiled by the Traffic Engineer (RK) in 2017.

Table 4.13-6
Existing Conditions Roadway Segment Analysis

Study Area Roadway Segment	Existing Number of Lanes	Existing Functional Classification	Existing Roadway Capacity	General Plan Classification[1]	Built-Out to General Plan	Existing Average Daily Traffic (ADT)	Volume to Capacity (V/C) Ratio	Existing Level of Service
SR - 74								
1. I - 215 to Antelope Rd.	4	Major Road	34,100	Major Road	Yes	32,399	0.95	E
2. Antelope Rd. to Palomar Rd.	4	Major Road	34,100	Expressway	No	25,742	0.75	C
3. Palomar Rd. to Menifee Rd.	4	Major Road	34,100	Expressway	No	26,433	0.78	C
4. Menifee Rd. to Briggs Rd.	4	Major Road	34,100	Expressway	No	31,899	0.94	E
Ethanac Road								
5. I - 215 to Case Rd.	2	Collector	13,000	Expressway	No	10,480	0.81	D
Palomar Road								
6. Watson Rd. to SR - 74	2	Collector	13,000	Collector	No	2,509	0.19	A
7. SR - 74 to Case Rd.	2	Collector	13,000	Collector	No	5,569	0.43	A
Menifee Road								
8. Watson Rd. to SR - 74	2	Collector	13,000	Urban Arterial	No	8,161	0.63	B
9. SR - 74 to Case Rd.	4	Major Road	34,100	Urban Arterial	No	11,186	0.33	A
10. Case Rd. to McCall Rd.	4	Major Road	34,100	Urban Arterial	No	12,925	0.38	A
11. McCall Blvd. to Simpson Rd.	4	Major Road	34,100	Urban Arterial	No	10,931	0.32	A
McCall Boulevard								
12. I - 215 to Menifee Rd.	4	Major Road	34,100	Arterial	No	18,910	0.55	A

[1]Roadway classification based on City of Menifee General Plan Circulation Element.

Roadway capacity based on existing and/or buildout configuration and Menifee Roadway Segment Capacity Thresholds.

As shown in **Table 4.13-6, *Existing Conditions Roadway Segment Analysis*** all roadway segments are currently operating at acceptable levels of service, D or better, with the exception the following roadway segments:

- Segment #1: SR-74, I-215 to Antelope Road (LOS E)
- Segment #4: SR-74, Menifee Road to Briggs Road (LOS E)

Due to the generalized nature of ADT capacities, the roadway capacity values are typically viewed as general guides for estimating levels of service and determining future roadway system improvements. Intersections LOS typically control the overall LOS for the roadway segment itself.

4.13.2.5 Menifee General Plan Circulation Element

The Project's setting, within the context of the City's Mobility Map, is shown in **Figure 4.13-3, *City of Menifee General Plan Mobility Map***. The following roadway segments are classified within the Project analysis study area:

- SR-74 (west of Antelope Road) - Major Street (118 ft. ROW)
- SR-74 (east of Antelope Road) - Expressway (200-216 ft. ROW)
- Ethanac Road (west of Antelope Road) - Expressway (200-216 ft. ROW)
- Palomar Road - Collector Street (74 ft. ROW)
- Menifee Road - Urban Arterial (152 ft. ROW)
- McCall Boulevard (west of Menifee Road) - Urban Arterial (152 ft. ROW)

Figure 4.13-4, *City of Menifee Typical Roadway Cross-Sections* provides the City's typical roadway cross-section dimensions for the various street classifications and the circulation network adjacent to the site. **Figure 4.13-3** is provided for informational purposes and shows the location of the Project within the context of the planned circulation system of the City.

4.13.2.6 Menifee Transit Service

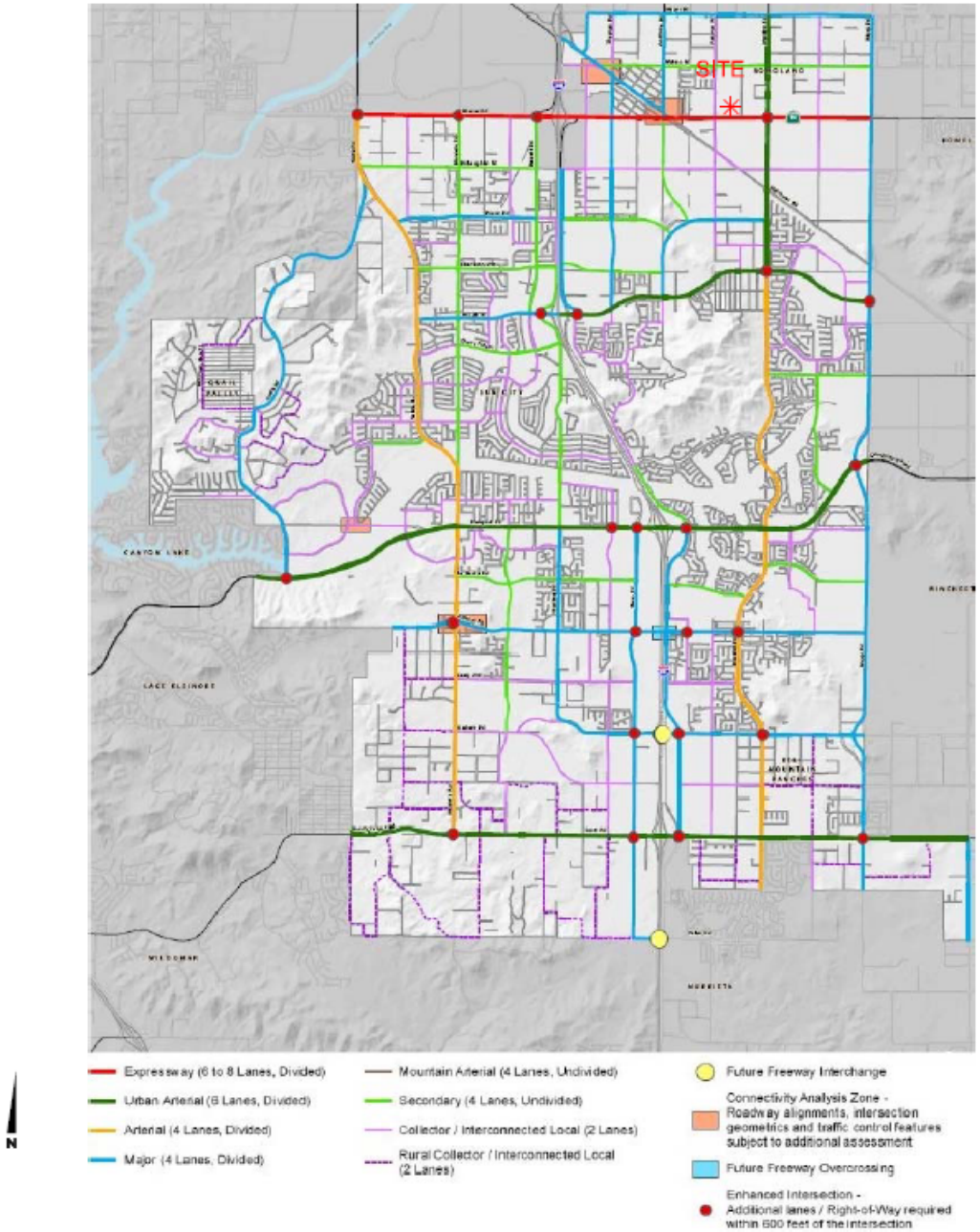
The City of Menifee General Plan Transit System Map is provided in **Figure 4.13-5, *Menifee Transit System Map***. Public transit service in the vicinity of the Project is provided by the Riverside Transit Agency. The Project site is served by RTA lines 27 and 212.

4.13.2.7 Menifee Bikeway System

The City of Menifee promotes bicycling as a means of mobility and way in which to improve the quality of life within its community. The City of Menifee General Plan Master Plan of Bikeway Facilities has been established for the purpose of improving bicycle facilities within the City and to connect with the Western Riverside Council of Governments (WRCOG) Non-Motorized Transportation Plan. The Menifee Master Plan of Bikeway Facilities is shown on **Figure 4.13-6, *City of Menifee Master Plan of Bikeway Facilities***.

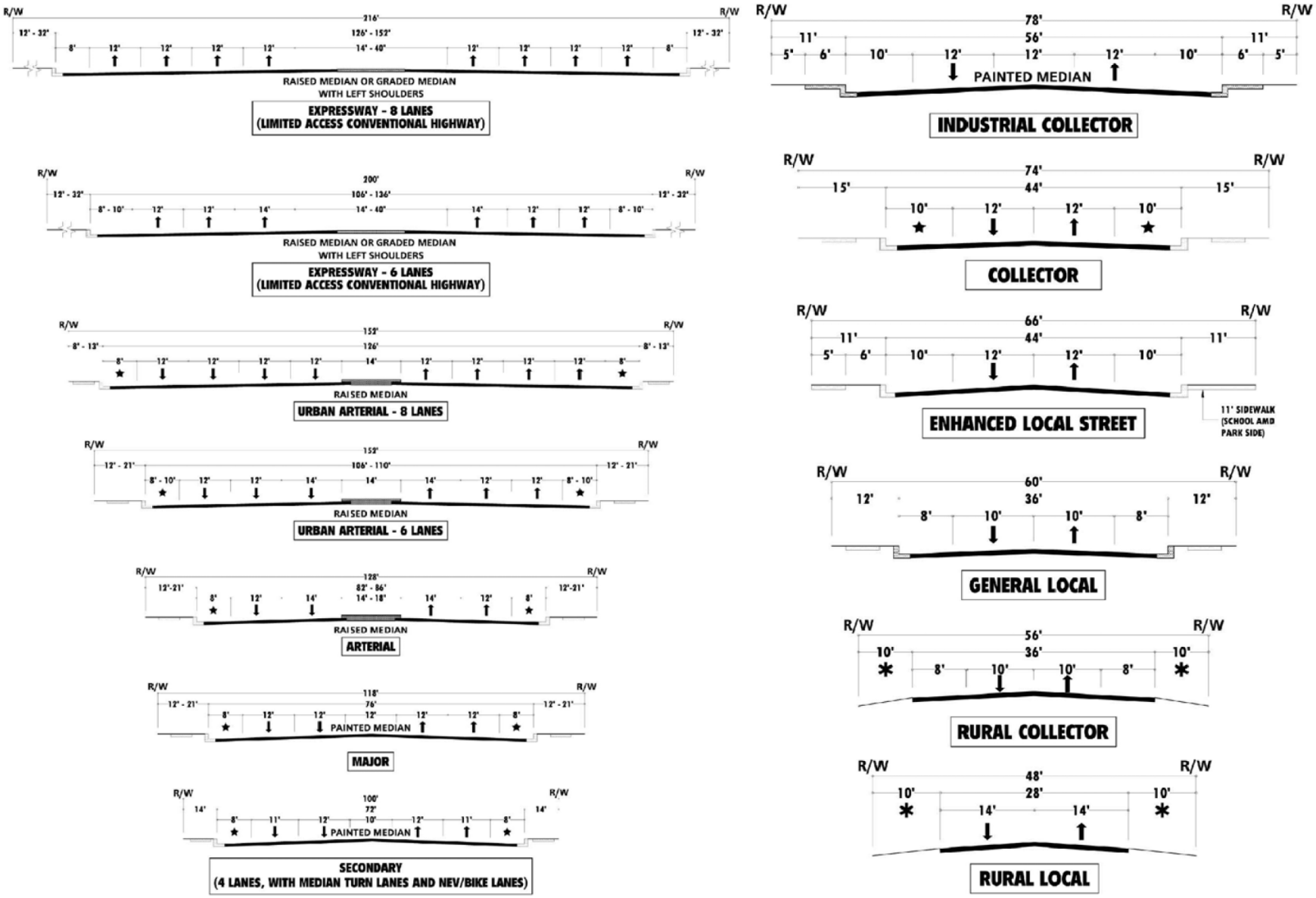
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Figure 4.13-3
City of Menifee General Plan Mobility Map



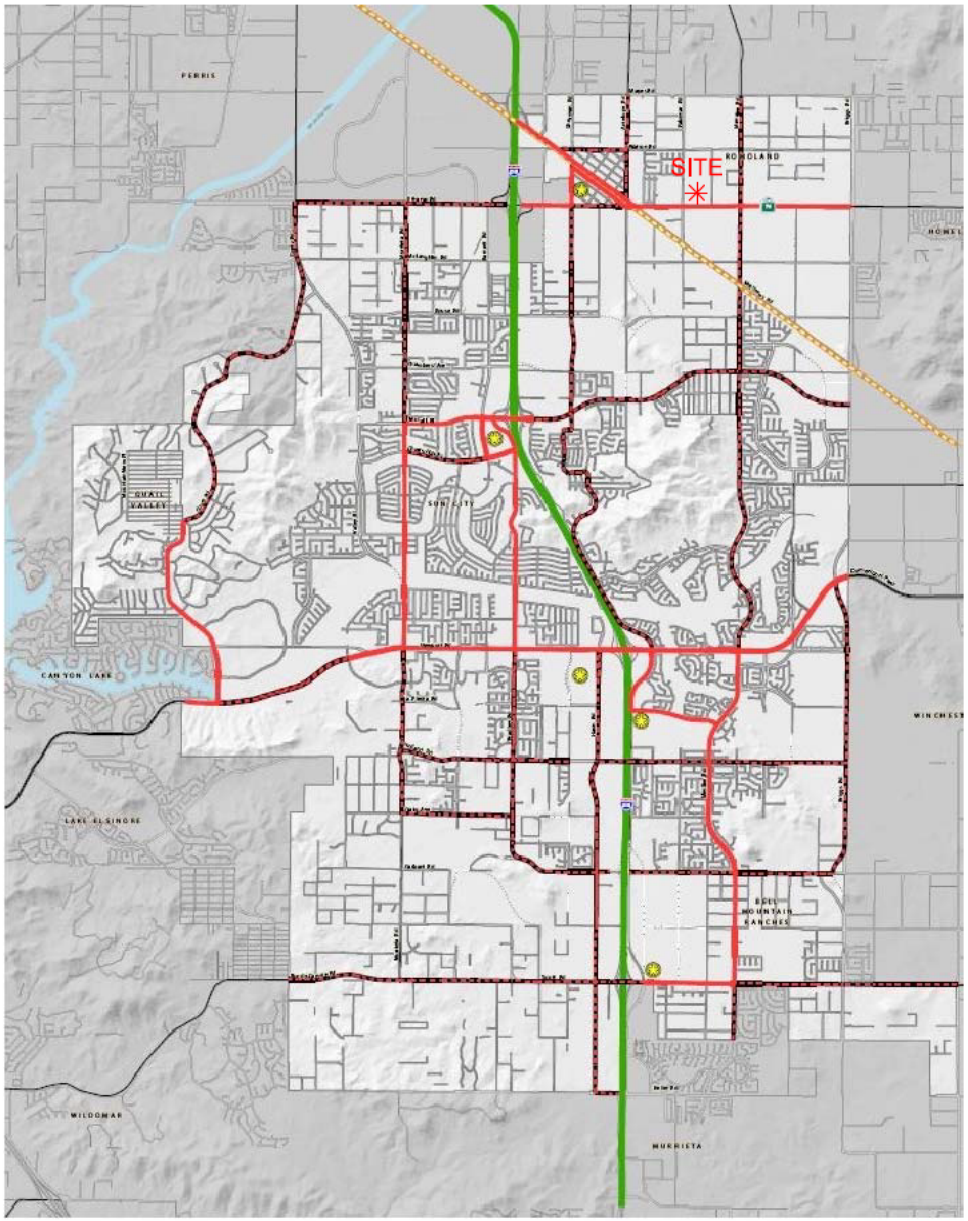
Source: TIA (**Appendix I**)

Figure 4.13-4
City of Menifee Typical Roadway Cross-Sections



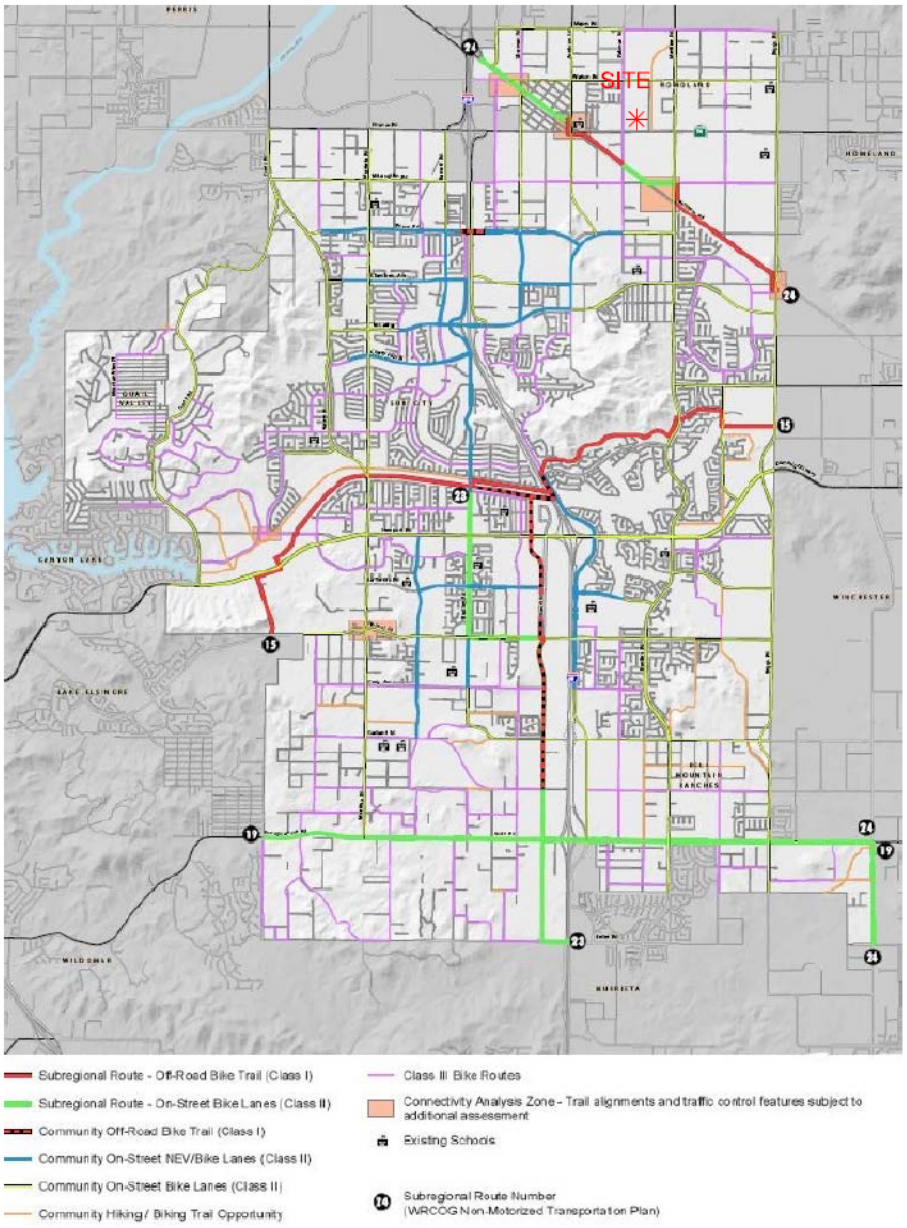
Source: TIA (**Appendix I**)

Figure 4.13-5
Menifee Transit System Map



Source: TIA (**Appendix I**)

Figure 4.13-6
City of Menifee Master Plan of Bikeway Facilities



Source: TIA (**Appendix I**)

4.13.2.8 Existing Menifee North Specific Plan Land Uses

Currently the Project site has an approved Specific Plan for a site area of 1,414,810 square feet of business park uses and 563,217 square feet of commercial/business park uses. At 0.30 Floor Area Ratio, this equates to 593,408 square feet of building area as shown on **Table 4.13-7, *Existing Menifee North Specific Plan Land Uses***.

Table 4.13-7
Existing Menifee North Specific Plan Land Uses

Planning Area	Land Use	Site Area (Acres)	Site Area (Square Feet)	FAR / Density	Building SF / No. of DU
11	Business Park[1]	20.17 acres	878,562 s.f.	0.30 FAR	263,569 s.f.
12	Business Park[1]	12.31 acres	536,248 s.f.	0.30 FAR	160,874 s.f.
13	Commercial/Business Park[1]	12.93 acres	563,217 s.f.	0.30 FAR	168,965 s.f.
Total		45.41 acres	1,978,027 s.f.	Business Park/ Commercial Bldg.	593,408 s.f.

[1] Building square footage is estimated to be 30% of site area

The approved, existing trip generation rates are shown on **Table 4.13-8, *Existing Menifee North Trip Generation Rates***.

Table 4.13-8
Existing Menifee North Trip Generation Rates[1]

Planning Area	Land Use	ITE Trip Code	Units[2]	Peak Hour						Daily
				AM			PM			
				In	Out	Total	In	Out	Total	
11	General Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
12	General Office	710	TSF	1.00	0.162	1.16	0.184	0.966	1.15	9.74
13	General Retail and Commercial (Shopping Center)	820	TSF	0.58	0.36	0.94	1.83	1.98	3.81	37.75

[1] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition*, 2017
[2] DU = Dwelling Unit
TSF = Thousand Square Feet

The approved, existing trip generation is shown on **Table 4.13-9, *Existing Menifee North Trip Generation.***

Table 4.13-9
Existing Menifee North Trip Generation

Planning Area	Land Use	ITE Code	Quantity	Units[1]	Peak Hour						Daily
					AM			PM			
					In	Out	Total	In	Out	Total	
11	General Office	710	263.569	TSF	263	43	306	48	255	303	2,567
12	General Office	710	160.874	TSF	160	26	186	30	155	185	1,567
13	General Retail and Commercial (Shopping Center)	820	168.900	TSF	98	60	158	309	335	644	6,378
	Pass-By Trips (25%)2				-25	-15	-40	-77	-84	-161	-1,595
	Subtotal (with Pass-By Discount)				74	45	119	232	251	483	4,784
Internal Capture (5%)					-25	-6	-31	-15	-33	-49	-446
Approved Specific Plan Trip Generation					**472**	**108**	**580**	**294**	**628**	**922**	**8,472**

[1] TSF = Thousand Square Feet
[2] Building square footage is estimated as 30% of gross acreage

A trip generation comparison between the existing, approved Specific Plan and the Project is shown on **Table 4.13-10, *Existing Menifee North Trip Generation Comparison***. The Project will result in an additional 2,880 daily trips over the existing, approved Specific Plan.

Table 4.13-10
Existing Menifee North Trip Generation Comparison

Scenario	Peak Hour						Daily
	AM			PM			
	In	Out	Total	In	Out	Total	
Approved Specific Plan	472	108	580	294	628	922	8,472
Proposed Specific Plan	171	289	460	418	365	783	11,352
Change in Trips	**-301**	**181**	**-120**	**124**	**-263**	**-139**	**2,880**

Notes:
See Table 4.13-9 for approved specific plan trip generation
See Table 4.13-12 for proposed Project trip generation

4.13.2.1 Regulatory Setting

State and local laws, regulations, plans or guidelines that are potentially applicable to this analysis are summarized in this section.

4.13.2.1.a State

California Assembly Bill 32 (2006) and Senate Bill 375 (2008)

Assembly Bill 32, the Global Warming Solutions Act of 2006 (AB 32), is the primary state policy created with the purpose of reducing greenhouse gas emissions in California. AB 32 created emissions reduction targets and granted authority over emissions reduction to the California Air Resources Board (CARB). Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375), which was passed by the legislature as a tool for working towards AB 32's reduction goals, requires CARB to set regional greenhouse gases (GHG) emissions targets and requires each California metropolitan planning organizations to develop a Sustainable Community Strategy (SCS) that integrates housing, transportation, and land use policy. These mandates were designed with the intention of reducing vehicle miles traveled, and thus, GHG emissions. Additionally, the CARB Scoping Plan outlines ways to achieve GHG reductions in California as required by AB 32.

AB 1358 California Complete Streets Act of 2008

The Complete Street Act of 2008 (Assembly Bill 1358) was developed in response to and in support of other legislation aimed at reducing vehicle emissions through reduced trip length and frequency combined with changes in land use policies. The bill includes several key provisions including a requirement that the state amend guidelines to show how "appropriate accommodation varies depending on its transportation and land use context." Reducing vehicle miles travelled and enabling short trips in an automobile to be replaced by biking, walking, neighborhood electric vehicles NEVs/golf carts, and use of public transit is the goal. Ultimately, a well-balanced transportation system can move more people (rather than vehicles) efficiently and at a reasonable cost.

The Complete Streets Act is supported by Caltrans Deputy Directive DD-64-R1. DD-64-R1 memorializes the importance of pedestrian and bicycle facilities to the state's transportation system and outlines responsibilities for Caltrans employees to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of complete streets throughout the state.

4.13.2.1.b Regional

The Regional Transportation Plan

On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the Federal Clean Air Act. The 2012–2035 RTP/SCS contains a regional commitment for the broad

deployment of zero- and near-zero emission transportation technologies in the 2023–2035 time frame and clear steps to move toward this objective.

The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

This RTP/SCS achieves greenhouse gas emission-reduction targets set by CARB by achieving a 9 percent reduction by 2020 and 17 percent reduction by 2035 compared to the 2005 level on a per capita basis. This air quality benefit is made possible largely by more sustainable planning, integrating transportation and land use decisions to allow Southern Californians to live closer to where they work and play and to high-quality transit service. As a result, more residents will be able to use transit and active transportation as a safe and attractive means of travel.

Western Riverside County Non-Motorized Transportation Plan

The Western Riverside Council of Governments (WRCOG) adopted a Non-Motorized Transportation Plan (NMTP) in 2010. The NMTP includes a system of regional routes through western Riverside County, including the City of Menifee. Although the NMTP is non-binding to participating agencies, the plan consolidated adopted bike plans where available and created a recommended system of supporting routes to connect systems to each other and serve as regional non-motorized transportation backbone. The NMTP included four routes that directly serve Menifee and connect to neighboring jurisdictions. These regionally significant routes were identified in the NMTP as follows:

- Route 15: Future Class I bike path along Salt Creek with an eastern connection to the City of Hemet and a western connection to the City of Lake Elsinore.
- Route 19: Future Class II bike lane along Scott Road/Bundy Canyon Road Connecting to Mission Trail in the City of Lake Elsinore and Washington Street in French Valley.
- Route 23: Future Class II bike lane along Bradley Road/Holland Road/Haun Road with a northern terminus at Salt Creek in the City of Menifee and connecting to the City of Murrieta at Keller Road/Antelope Road.
- Route 24: Future Class II bike lane along Matthews Road connecting to the City of Perris at Case Road and County of Riverside at Leon Road.

4.13.2.1.c County

Riverside County General Plan Circulation Element

Since incorporation of the City in 2008, the County of Riverside's General Plan Circulation Element has been utilized for the purposes of providing a transportation framework. The county's Circulation Element was adopted in 2003 through the Riverside County Integrated Project (RCIP). The RCIP represented a comprehensive planning process to determine future placement of buildings, roads, and open spaces for Riverside County. The purpose of the RCIP

was to create plans that are coherent and consistent for transportation, land use, and the environment.

The adopted RCIP roadway network provides the basis for the developing the City of Menifee General Plan roadway network. This is critical since any changes to the roadway classifications and/or cross-sections will impact future development within the City. The General Plan roadway network defines the right-of-way dedications and capacity requirements needed to support buildout of proposed General Plan land uses. Figure 5.17-3 of the *GPEIR* shows the RCIP roadway network adopted in the County of Riverside General Plan Circulation Element in 2003.

Riverside County Congestion Management Program

The CMP in effect in Riverside County was approved by the RCTC in 2010. All freeways and selected arterial roadways in the county are designated elements of the CMP system of highways and roadways. There are two CMP system roadways in the City, I-215 and SR-74. Riverside County Transportation Commission (RCTC) has adopted a minimum LOS threshold of LOS "E" for CMP facilities.

4.13.2.1.d Local

Transportation Uniform Mitigation Fee (TUMF)

The Board of Supervisors of the County of Riverside and the Councils of the Cities of Western Riverside County enacted the Transportation Uniform Mitigation Fee (TUMF) to fund the mitigation of cumulative regional transportation impacts resulting from future development. The mitigation fees collected through the TUMF program will be utilized to complete transportation system capital improvements necessary to meet the increased travel demand and to sustain current traffic levels of service.

The fee calculations are based on the proportional allocation of the costs of proposed transportation improvements based on the cumulative transportation system impacts of different types of new development. Fees are directly related to the forecast rate of growth and trip generation characteristics of different categories of new development. Payment of the TUMF is required and is not considered unique mitigation under CEQA. TUMF roadways in the City, in proximity of the Project site include: Briggs Road, Newport Road, Scott Road and Menifee Road. TUMF bridge improvements in the City, in proximity of the Project site include: Holland Road and Briggs Road at Newport Road. Credits may be afforded to the applicant if improvements are made to these facilities as part of the Project development.

Ordinance No. 17-232, Development Impact Fees

The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF). Development impact fees shall be paid at the time a certificate of occupancy is issued for residential development and at building permit issuance for non-residential development. However, the fees may be paid at the time application is made for a building permit. Payment of the DIF is required and is not considered unique mitigation under CEQA. DIF is used to pay for the following traffic improvements: transportation – roads, bridges, major improvements; and transportation signals. Credits may be afforded to the applicant if improvements are made to these facilities as part of the Project development.

Applicable General Plan Circulation Element Goals and Policies

- **Goal C-1:** A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.
  - **Policy C-1.1:** Require roadways to:
    - Comply with federal, state and local design and safety standards.
    - Meet the needs of multiple transportation modes and users.
    - Be compatible with the streetscape and surrounding land uses.
    - Be maintained in accordance with best practices.
  - **Policy C-1.2:** Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.
  - **Policy C-1.5:** Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.
- **Goal C-2:** A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.
  - Policy C-2.1: Require on- and off-street pathways to:
    - Comply with federal, state and local design and safety standards.
    - Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
    - Be compatible with the streetscape and surrounding land uses.
    - Be maintained in accordance with best practices.
  - **Policy C-2.2:** Provide off-street multipurpose trails and on-street bike lanes as our primary paths of citywide travel, and explore the shared use of low speed roadways for connectivity wherever it is safe to do so.
  - **Policy C-2.3:** Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.
  - **Policy C-2.4:** Explore opportunities to expand the pedestrian and bicycle networks; this includes consideration of utility easements, drainage corridors, road rights-of-way and other potential options.
- **Goal C-3:** A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.
  - **Policy C-3.2:** Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.
- **Goal C-4:** Diversified local transportation options that include neighborhood electric vehicles and golf carts.
  - **Policy C-4.1:** Encourage the use of neighborhood electric vehicles and golf carts instead of automobiles for local trips.
- **Goal C-5:** An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.
  - **Policy C-5.3:** Support efforts to reduce/eliminate the negative environmental impacts of goods movement.

4.13.3 Thresholds of Significance

As discussed in Subsection 4.13.1, the Project impacts to two (2) criterion pertaining to transportation will be analyzed in this DEIR. According the IS, the Project would have a

significant impact if it would:

a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

The following is a summary of the performance criteria and thresholds of significance for the applicable jurisdictions:

Performance Criteria

The acceptable level of service in the City of Menifee is D or better. Any intersection or roadway segment operating below LOS D is considered deficient.

Thresholds of Significance

Thresholds of significance are established to determine a project's impact at an intersection and roadway segment.

For intersections and roadway segments, a significant impact would occur if:

- The pre-Project condition is at or better than the minimum acceptable LOS (LOS D) and the addition of project trips results in unacceptable LOS (LOS E or LOS F), a significant impact is forecast to occur (direct impact); or

- The pre-Project condition is LOS E or F and the Project adds 50 or more peak hour trips to the intersection, then a significant impact is forecast to occur (cumulative impact).

If the recommended improvements for mitigating a significant impact are included in the City's TUMF network, then payment into the TUMF will mitigate the Project's direct and cumulative significant impacts. If the recommended improvements are not included in the TUMF network, direct and cumulative impacts will be mitigated in the following manner:

- Direct Impacts: The Project is 100% responsible for constructing the improvement. If the improvement is included in the City's DIF program, the Project may receive in-lieu fee credits for constructing the improvement.

- Cumulative Impacts: The Project is required to pay its proportionate fair share toward the cost of constructing the improvement. If the improvement is included in the City's DIF program, the Project may receive in-lieu fee credits for its fair share contribution toward the cost of the improvement.

4.13.4 Potential Impacts

THRESHOLD a: Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Significant and Unavoidable

4.13.4.1 Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development. The *Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition (2017)* was utilized to provide the trip generation rates for the proposed Project land uses.

Trip generation for the Project is based on the maximum density allowances under the proposed specific plan amendment. Based on the proposed planning area requirements, the Project will consist of approximately 637 multifamily dwelling units and 246,312 square feet of general retail and commercial. The trip generation rates for the Project are shown in **Table 4.13-11, *Trip Generation Rates***.

Table 4.13-11
Trip Generation Rates[1]

Planning Area	Land Use	ITE Trip Code	Units[2]	Peak Hour						Daily
				AM			PM			
				In	Out	Total	In	Out	Total	
11	High Density Residential (Multifamily Low Rise)	220	DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32
12	High Density Residential (Multifamily Low Rise)	220	DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32
13	General Retail and Commercial (Shopping Center)	820	TSF	0.58	0.36	0.94	1.83	1.98	3.81	37.75

[1] Source: Institute of Transportation Engineers (ITE), *Trip Generation,10th Edition, 2017*
[2] DU = Dwelling Unit
TSF = Thousand Square Feet

Both daily and peak-hour trip generation for the Project are shown in **Table 4.13-12, *Project Trip Generation***, shown under Subsection 4.13.4.3, Internal Capture Trips. The proposed Project is projected to add a net total of approximately 11,352 total trip-ends per day, with 460 vehicles per hour during the AM peak hour and 783 vehicles per hour during the PM peak hour. Project trip generation includes adjustments for pass-by trips and internal capture trips.

Table 4.13-10 shows the comparison of trips between the currently allowed land uses and the proposed Project land uses. As shown in **Table 4.13-10,** the Project would result in a net decrease of 120 trips in AM peak hour, and a net decrease of 139 trips in PM peak hour compared to the estimated trip generation from the currently approved land uses in the Menifee North Specific Plan. The Project would add approximately 2,880 additional daily trips compared to the approved land uses.

4.13.4.2 Pass-By Trips

Studies have shown that for many new development projects, a portion of the site- generated vehicle trips are already present in the adjacent passing stream of traffic. These types of trips are known as pass-by trips. Pass-by trips are made by traffic already using the adjacent roadway and enter the site as an intermediate stop on the way to or from another destination. The trip may not

necessarily be "generated" by the land use under study, and thus, no new trips are added to the roadway system.

For this Project, a 25% pass-by credit was applied to the retail and restaurant uses. Pass-by rates are based on the ITE Trip Generation Handbook 3rd Edition. Pass-by credits are not applied to Project driveways or the intersections immediately adjacent to the site in order to account for any changes in turning movements, such as increased turning movements for vehicles pulling in or out of the site. No pass-by is taken at the following intersections.

- Palomar Road at Watson Road;
- Palomar Road at SR-74;
- Menifee Road at Watson Road; and
- Menifee Road at SR-74.

4.13.4.3 Internal Capture Trips

Internal trip capture is the portion of trips generated by a mixed-use project that both begin and end within the development. The importance of internal trip capture is that a portion of the total site development trip generation is satisfied without using the external road system. As a result, mixed-use developments can produce less demand on the external road system than single-use developments of similar size.

The Project has the potential to generate a significant amount of internal capture amongst the residential and commercial land uses. The *TIA* utilized the *National Cooperative Highways Research Program (NCHRP) Report 684* methodology for estimating internal capture. The internal capture rates are shown in **Table 4.13-12, *Project Trip Generation*** and the NCHRP calculation worksheets are provided in Appendix C of the *TIA*.

Table 4.13-12
Project Trip Generation

Planning Area	Land Use	Quantity	Units[1]	Peak Hour						Daily
				AM			PM			
				In	Out	Total	In	Out	Total	
11	High Density Residential (Apartment)	484	DU	51	171	222	171	100	271	3,543
	Internal Capture Percent Reduction[3]			2%	1%	1%	46%	42%	45%	3%
	Internal Capture Trip Reduction			-1	-2	-3	-79	-42	-121	-124
	Sub-Total (with Internal Capture Discount)			50	169	219	92	58	150	3,419
12	High Density Residential (Apartment)	153	DU	16	54	70	54	32	86	1,120
	Internal Capture Percent Reduction[3]			0%	2%	1%	46%	41%	44%	3%
	Internal Capture Trip Reduction			0	-1	-1	-25	-13	-38	-39
	Sub-Total (with Internal Capture Discount)			16	53	69	29	19	48	1,081
	General Retail and Commercial (Shopping Center)	77.347	TSF[2]	45	28	73	141	153	294	2,920
	Internal Capture Percent Reduction[3]			2%	1%	2%	12%	21%	17%	2%
	Internal Capture Trip Reduction			-1	0	-1	-17	-33	-50	-51
	Sub-Total (with Internal Capture Discount)			44	28	72	124	120	244	2,869
	Less 25% Pass-by Trips			*-11*	*-6*	*-17*	*-31*	*-30*	*-61*	*-717*
	Sub-Total (with Internal Capture Discount and Pass-by Discount)			33	22	55	93	90	183	2,152
13	General Retail and Commercial (Shopping Center)	168.965	TSF[2]	98	60	158	309	335	644	6,378
	Internal Capture Percent Reduction[3]			2%	1%	2%	12%	21%	17%	2%
	Internal Capture Trip Reduction			-2	-1	-3	-38	-71	-109	-112
	Sub-Total (with Internal Capture Discount)			96	59	155	271	264	535	6,266
	Less 25% Pass-by Trips			*-24*	*-14*	*-38*	*-67*	*-66*	*-133*	*-1,566*
	Sub-Total (with Internal Capture Discount and Pass-by Discount)			72	45	117	204	198	402	4,700
Project Trip Generation (Without Pass-By)				**210**	**313**	**523**	**675**	**620**	**1,295**	**13,961**
Project Trip Generation (With Pass-By Trips)				**171**	**289**	**460**	**418**	**365**	**783**	**11,352**

[1] DU= Dwelling Units
TSF = Thousand Square Feet
[2] Building square footage is estimated as 30% of gross acreage.
[3] Internal capture is based on the NCHRP Report 684.

4.13.4.4 Project Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment, and recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses, and highways within the community.

The Project trip distribution patterns for the Project are graphically depicted on **Figure 4.13-7, *Project Trip Distribution***.

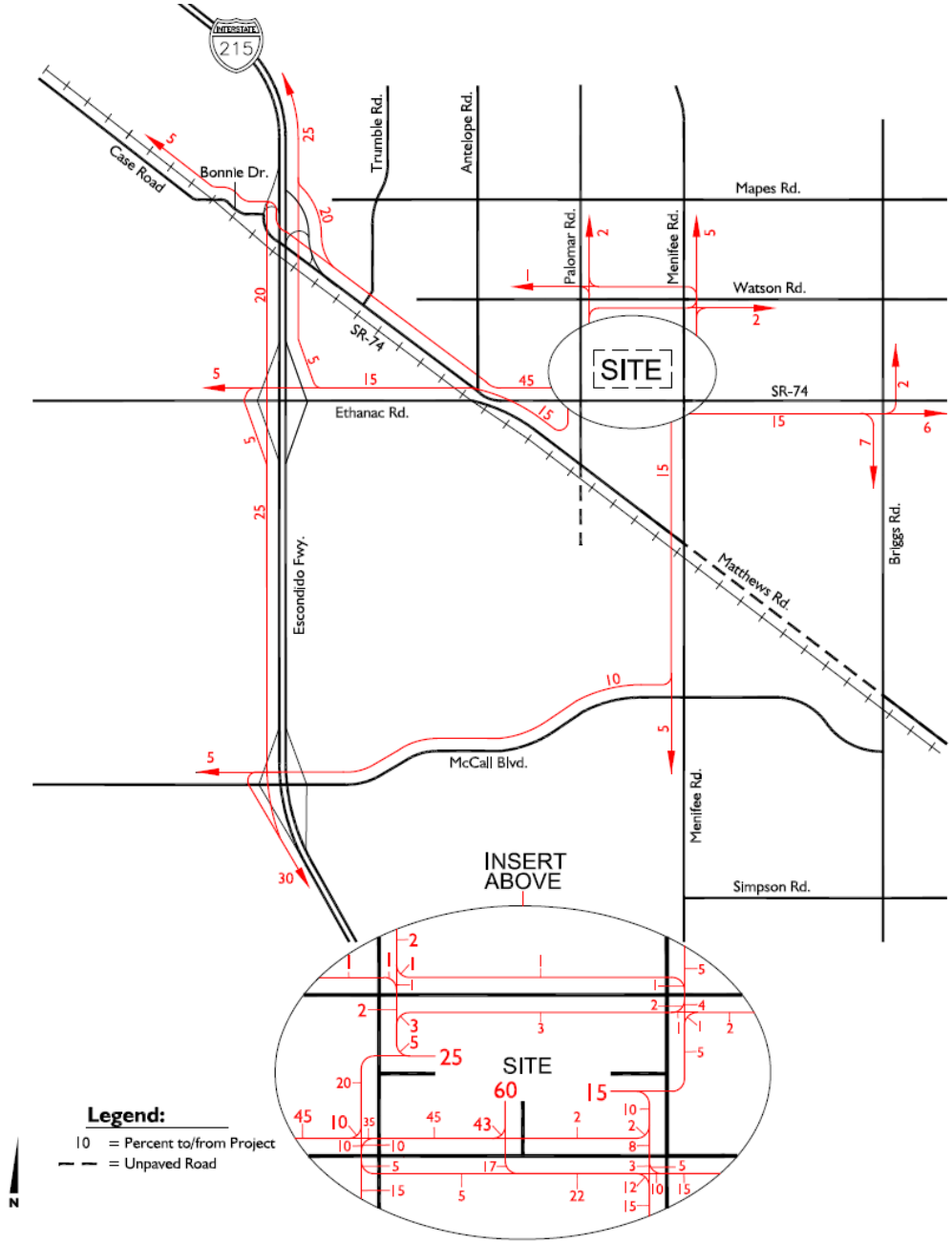
4.13.4.5 Project Traffic Assignment and Volumes

The assignment of Project traffic to the adjoining roadway system is based upon the Project's trip generation, trip distribution, and proposed arterial highway and local street systems that would be in place by the time of initial occupancy of the site.

The Project's peak hour turning movement volumes and average daily traffic within the study area is shown on **Figure 4.13-8, *Project Traffic Volumes***.

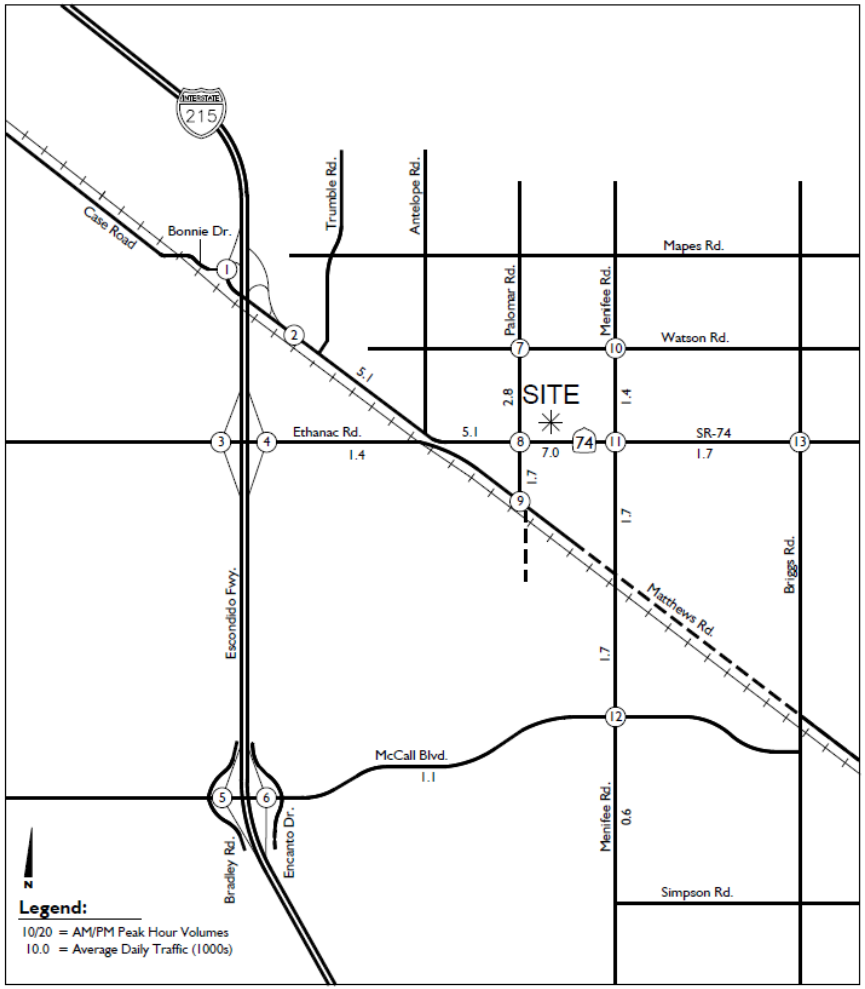
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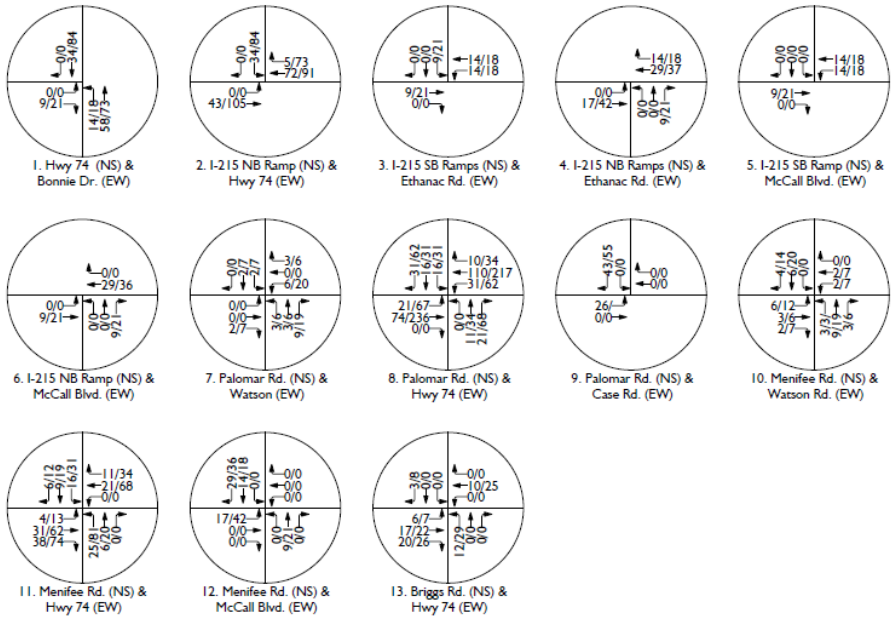
Figure 4.13-7
Project Trip Distribution



Source: TIA (**Appendix I**)

Figure 4.13-8
Project Traffic Volumes





Source: TIA (**Appendix I**)

4.13.4.6 Cumulative Project Traffic

Table 4.13-13, *Cumulative Projects Trip Generation* lists other proposed development projects located near the site that would be expected to contribute new traffic to the study area for Cumulative Conditions (2023) conditions. The Project Traffic Engineer (RK) contacted the City of Menifee, City of Perris, and County of Riverside to obtain information on future development projects. All approved and reasonably foreseeable projects that may contribute a significant amount of traffic to the study area were included in the *TIA* analysis.

The cumulative Project traffic analysis is considered conservative because not all projects may be developed within the opening year time frame of the Project and site-specific mitigation measures may also further reduce impacts which are not accounted for in this study. Pass-by trip reduction of 25% has been applied to all commercial land uses as a conservative estimate. In many cases developments will experience much higher rates of pass-by. New developments will also interact and complement each other in terms of trip generation by retaining traffic amongst the various proposed uses. For example, a residential development may generate an outbound trip destined for a shopping center, and this trip in turn would be received by the shopping center as an inbound trip. Each development generates one trip, but the trip is retained between the two uses, thus only one new trip has actually been generated. To account for the potential retention of trips between cumulative developments, a conservative 3% reduction has been applied to the AM peak hour and 6% reduction has been applied to the PM and Daily trip generation.

Table 4.13-13
Cumulative Projects Trip Generation

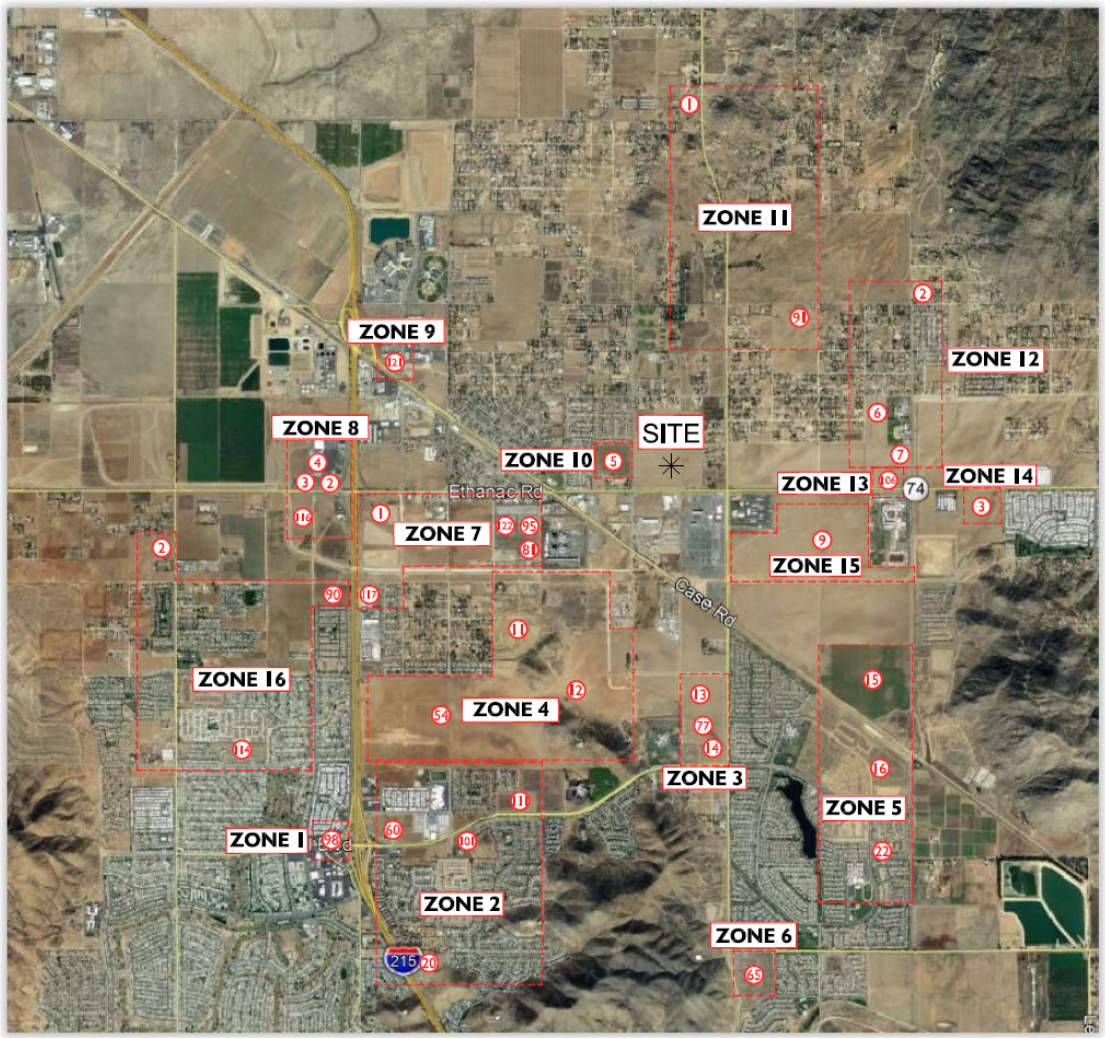
Map ID #	TAZ	Jurisdiction	Project #	Project Name	Land Use	Quantity	Units[2]	Peak Hour						Daily
								AM			PM			
								In	Out	Total	In	Out	Total	
98	1	Menifee	2016-110 CUP	Fast Food	Fast food w/Drive-Thru	2.400	TSF	**36**	**34**	**70**	**28**	**26**	**55**	**784**
20	2	Menifee	PP 19469	Kensington Apartments (Bob Love)	Multi-Family (Low Rise)	221	DU	23	78	101	78	46	124	1,618
60	2	Menifee	2012-120	Walmart	Shopping Center	208.371	TSF	91	56	146	286	310	596	5,900
101	2	Menifee	PP 2016-124	McCall & Sherman Retail Center	Convenience Store w/8-Pump Gas Station	7.295	TSF	111	111	222	135	135	270	3,416
					Carwash	2.080	TSF	0	0	0	11	11	23	225
					Fast food w/Drive-Thru	3.000	TSF	46	44	90	38	35	74	1,060
					Fast food w/Drive-Thru	3.200	TSF	50	47	97	41	38	78	1,130
					Retail Store	1.000	TSF	1	0	1	2	2	3	29
					4-Pump Diesel Gas Station	1.680	TSF	16	16	32	21	21	42	516
111	2	Menifee	2016-183 CUP	Sun City Senior Care	Assisted Living Facility	45.246	TSF	14	4	18	7	15	22	190
							TAZ 2 Total	**340**	**345**	**685**	**572**	**566**	**1138**	**13,026**
13	3	Menifee	TTM 31098	2014-204 MC (Strata Equity)	Single Family Homes	264	DU	49	147	196	165	97	262	2,492
14	3	Menifee	CUP 3549	Heritage Square (Rancon)	Shopping/Retail Center	132.580	TSF	58	35	93	182	197	379	3,754
77	3	Menifee	PP 2014-189	North Bayport Industrial Park II, LTD	Single Family Homes	240	DU	44	133	177	150	88	238	2,266
							TAZ 3 Total	**146**	**306**	**452**	**459**	**354**	**813**	**7,873**
11	4	Menifee	TTM 29777	Talavera (True Life Companies)	Single Family Homes	173	DU	32	96	128	108	63	171	1,633
					Neighborhood Park	2.7	Acre	0	0	0	0	0	0	2
12	4	Menifee	TTM 29835	Underwood (CV Communities)	Single Family Homes	543	DU	100	301	401	339	199	538	5,126
					Neighborhood Park	9.4	Acre	0	0	0	1	0	1	7
54	4	Menifee	SP 2009-025	Flemming Ranch (Flemming)	Single Family Homes	1074	DU	199	596	795	670	393	1063	10,139
							TAZ 4 Total	**321**	**963**	**1284**	**1034**	**606**	**1640**	**15,639**
15	5	Menifee	TTM 31812	Minor Ranch; Developer: Brookfield	Single Family Homes	350	DU	65	194	259	218	128	346	3,304
16	5	Menifee	TTM 34406	Heritage Lakes (Standard Pacific)	Single Family Homes	817	DU	151	453	604	510	299	809	7,712
22	5	Menifee	TR 34180/TR 34406	Heritage Lake (Standard Pacific)	Single Family Homes	483	DU	89	268	357	301	177	478	4,560
							TAZ 5 Total	**296**	**888**	**1183**	**952**	**559**	**1511**	**14,408**
65	6	Menifee	TM 31582	El Dorado (Rancon and Lennar)	Single Family Homes	271	DU	**49**	**146**	**194**	**156**	**92**	**248**	**2,366**
1	7	Perris	07-10-0006	484.3 TSF Retail Shopping Center	Retail Shopping Center	484.300	TSF	212	130	341	665	719	1384	13,712

81	7	Menifee	EOT 2015-012	Motte Town Center	Industrial	97.564	TSF	60	8	68	8	53	61	484
95	7	Menifee	2011-003	Trumble Offices and Warehouse	Industrial	21.730	TSF	13	2	15	2	12	14	108
117	7	Menifee	2016-233 CUP	RV SuperCenter	RV Sales Lot	178.888	TSF	53	9	62	32	71	104	671
							TAZ 7 Total	**327**	**144**	**471**	**654**	**791**	**1445**	**13,851**
116	8	Menifee	2015-228 PAR	Ethanac/Barnet Gas and Retail	Convenience Store w/ 16-Pump Fueling Canopy Gas Station	3.800	TSF	125	125	249	138	138	276	3,870
					Carwash	2.080	TSF	0	0	0	11	11	23	225
					Fast food w/Drive-Thru	4.365	TSF	67	65	131	56	51	107	1,542
2	8	Perris	CUP 16-05074	Perris Crossing Retail Center Development	7-Eleven & Gas Station	2.940	TSF	45	45	90	54	54	108	1,376
3	8	Perris	CUP 17-05056		Auto Zone Car Repair	18.900	TSF	20	8	28	13	20	32	231
4	8	Perris	CUP 15-05101		Retail Shopping Center	4.755	TSF	2	2	4	7	7	14	135
							TAZ 8 Total	**251**	**236**	**487**	**257**	**259**	**517**	**6,826**
121	9	Menifee	2016-290 CUP, 2016-291 PM	Hwy 74 and Trumble. Hotel & Retail	Hotel	120	Rooms	33	23	56	37	35	72	1,003
					Retail Shopping Center	14.277	TSF	6	4	10	20	21	41	404
							TAZ 9 Total	**38**	**26**	**64**	**52**	**52**	**104**	**1,302**
5	10	Menifee	TTM 34118	MR-27 LLC (Rancon)	Single Family Homes	85	DU	16	47	63	53	31	84	802
					Multi-Family (Low Rise)	87	DU	9	31	40	31	18	49	637
							TAZ 10 Total	**24**	**76**	**100**	**78**	**45**	**123**	**1,331**
1	11	Riverside	PP25462	Passion for Paws	Class II Dog Kennel 11-25 Dogs	25	Dogs	5	5	10	5	5	10	50
91	11	Menifee	TR 31536		Single Family Homes	44	DU	8	24	32	27	16	43	415
							TAZ 11 Total	**13**	**28**	**41**	**30**	**19**	**49**	**430**
2	12	Riverside	PM36660	SCH.H Division of 3.6 AC into 3 SFR	Single Family Homes	3	DU	1	2	3	2	1	3	28
6	12	Menifee	TTM 33738	MR-56 LLC (Rancon)	Single Family Homes	52	DU	10	29	39	32	19	51	491
7	12	Menifee	TTM 34600	MR-27 LLC (Rancon)	Multi-Family (Low Rise)	153	DU	16	54	70	54	32	86	1,120
							TAZ 12 Total	**26**	**82**	**109**	**81**	**48**	**130**	**1,516**
106	13	Menifee	PP 22628 - EOT	Harvest Glen Marketplace	Fast Food without Drive Through	1.102	TSF	11	8	19	5	5	11	302
					Fast Food with Drive Through	3.268	TSF	29	28	57	20	19	39	620
					Convenience Market w/ Gas Station	16	FP	23	23	47	36	36	72	860
					Automated Car Wash	3.000	TSF	0	0	0	17	16	32	323
							TAZ 13 Total	**82**	**76**	**158**	**96**	**93**	**190**	**2,595**
3	14	Riverside	TR31500	53.7 Acres into 182 SFR & mini PK	Single Family Homes	182	DU	**33**	**98**	**131**	**105**	**62**	**167**	**1,589**
9	15	Menifee	TTM 31811	Heritage Lakes (Brookfield)	Single Family Homes	559	DU	**100**	**301**	**401**	**323**	**190**	**512**	**4,881**
114	16	Menifee	2016-213 PP	TR30507 "The Retreat at Holiday"	Single Family Homes	111	DU	21	62	83	69	41	110	1,048
90	16	Menifee	PAR 2015-133	McLaughlin Village	Multi-Family (Low Rise)	126	DU	13	45	58	44	26	70	922
2	16	Menifee	TTM 31586	Developer: Sunwood	Single Family Homes	79	DU	15	44	59	49	29	78	746
					Neighborhood Park	1.3	Acre	0	0	0	0	0	0	1
							TAZ 16 Total	**48**	**146**	**194**	**150**	**89**	**239**	**2,513**
							Total Cumulative Project Trip Generation [3]	***2,129***	***3,894***	***6,023***	***5,028***	***3,852***	***8,880***	***90,931***

[1] Source: City of Menifee, City of Perris and County of Riverside.
[2] = Thousand Square Feet / DU = Dwelling Units / RM = Rooms / FP = Fuel Pumps
[3] 25% pass-by trip reduction has been applied to all commercial land uses.
3% retention factor has been applied for AM Peak Hour and 6% retention is applied to PM Peak Hour and Daily Trips.

A map showing the location of the cumulative projects is provided on **Figure 4.13-9, *Cumulative Projects Location Map***. The cumulative project's AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on **Figure 4.13-10, *Cumulative Projects Traffic Volumes***.

Figure 4.13-9
Cumulative Projects Location Map



Zone 1:
- (98) = 2016 - 110 CUP - Menifee

Zone 2:
- (20) = PP 19469 - Menifee
- (60) = 2012 - 120 - Menifee
- (101) = PP 2016 - 124 - Menifee
- (111) = 2016 - 183 CUP - Menifee

Zone 3:
- (13) = TTM 31098 - Menifee
- (14) = CUP 3549 - Menifee
- (77) = PP 2014 - 189 - Menifee

Zone 4:
- (11) = TTM 29777 - Menifee
- (12) = TTM 29835 - Menifee
- (54) = SP 2009 - 025 - Menifee

Zone 5:
- (15) = TTM 31812 - Menifee
- (16) = TTM 34406 - Menifee
- (22) = TR 34180/TR 34406 - Menifee

Zone 6:
- (65) = TTM 31582 - Menifee

Zone 7:
- (1) = 07 - 10 - 0006 - Perris
- (81) = EOT 2015 - 012 - Menifee
- (95) = 2011 - 003 - Menifee
- (17) = 2016 - 233 CUP - Menifee

Zone 8:
- (116) = 2015 - 228 PAR - Menifee
- (2) = CUP 16 - 05074 - Perris
- (3) = CUP 17 - 05056 - Perris
- (4) = CUP 15 - 05101 - Perris

Zone 9:
- (121) = 2016 - 290 CUP

Zone 10:
- (5) = TTM 34118 - Menifee

Zone 11:
- (1) = PP25462 - Riverside County
- (91) = TR 31536 - Menifee

Zone 12:
- (2) = PM 36660 - Riverside County
- (6) = TTM 33738 - Menifee
- (7) = TTM 34600 - Menifee

Zone 13:
- (106) = PP 22628 - EOT - Menifee

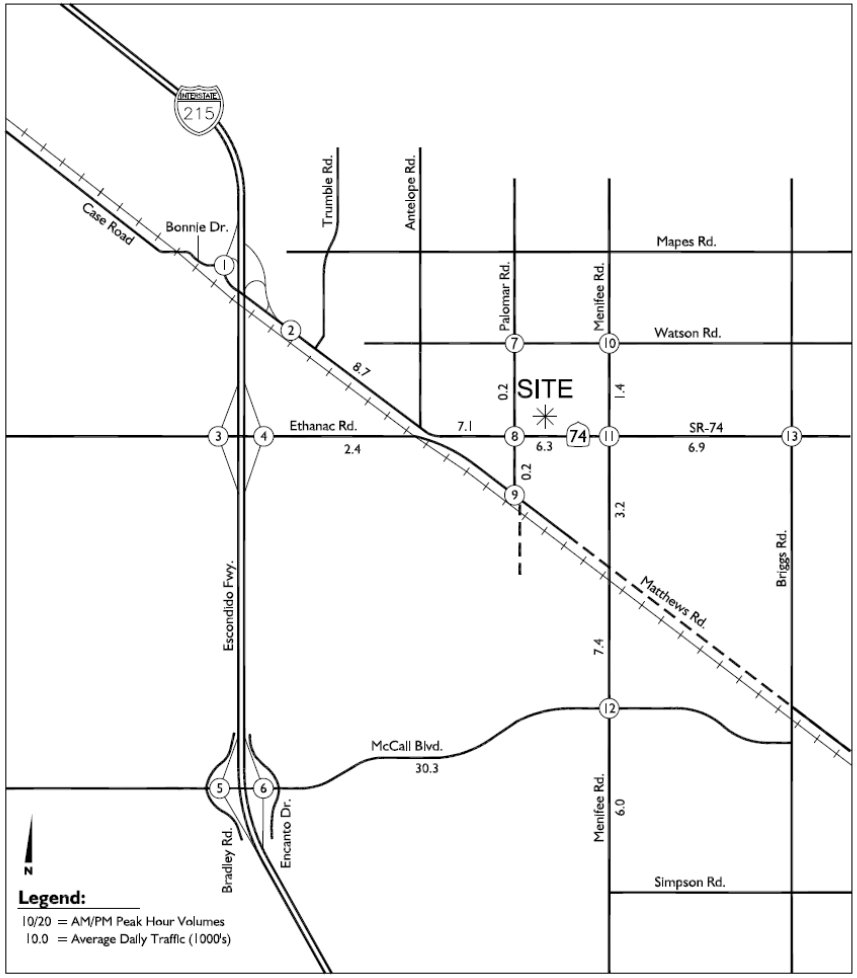
Zone 14:
- (3) = TR31500 - Riverside County

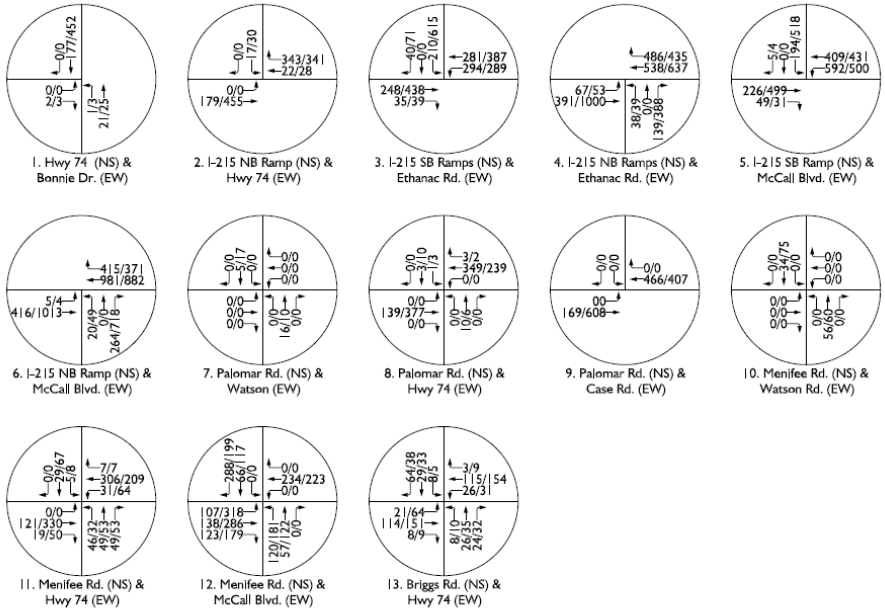
Zone 15:
- (9) = TTM 31811 - Menifee

Zone 16:
- (114) = 2016 - 213 PP - Menifee
- (90) = PAR 2015 - 133 - Menifee
- (2) = TTM 31586 - Menifee

Source: TIA (**Appendix I**)

Figure 4.13-10
Cumulative Projects Traffic Volumes





Source: TIA (**Appendix I**)

4.13.4.7 Construction Traffic

Less Than Significant Impact

Project construction activities may potentially result in temporary and transient traffic deficiencies related to:

- Construction employee commutes;
- Import of construction materials and soils; and
- Transport and use of heavy construction equipment.

The Applicant would be required to develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP would ensure that to the extent practical, construction traffic would access the project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses. This is considered a standard condition (**Standard Condition SC-TR-1**, as outlined in Subsection 4.13.5) and is not considered unique mitigation under CEQA. Any impacts are considered less than significant.

4.13.4.8 Project Opening Year Traffic Conditions

Less Than Significant with Mitigation Incorporated

4.13.4.8.a Method of Projection

Project opening year is planned for 2023. To assess Project Opening Year traffic conditions, the build-up method of projection is used. An ambient area wide growth rate is added to existing traffic conditions within the study area to model future traffic conditions. Based on direction from City staff, a compound annual growth rate of two (2) percent per year for a total of six years is utilized to account for ambient background traffic growth in the study area. Project related traffic impacts are assessed for Project Opening Year traffic conditions by comparing level of service operations for “without” and “with” Project scenarios.

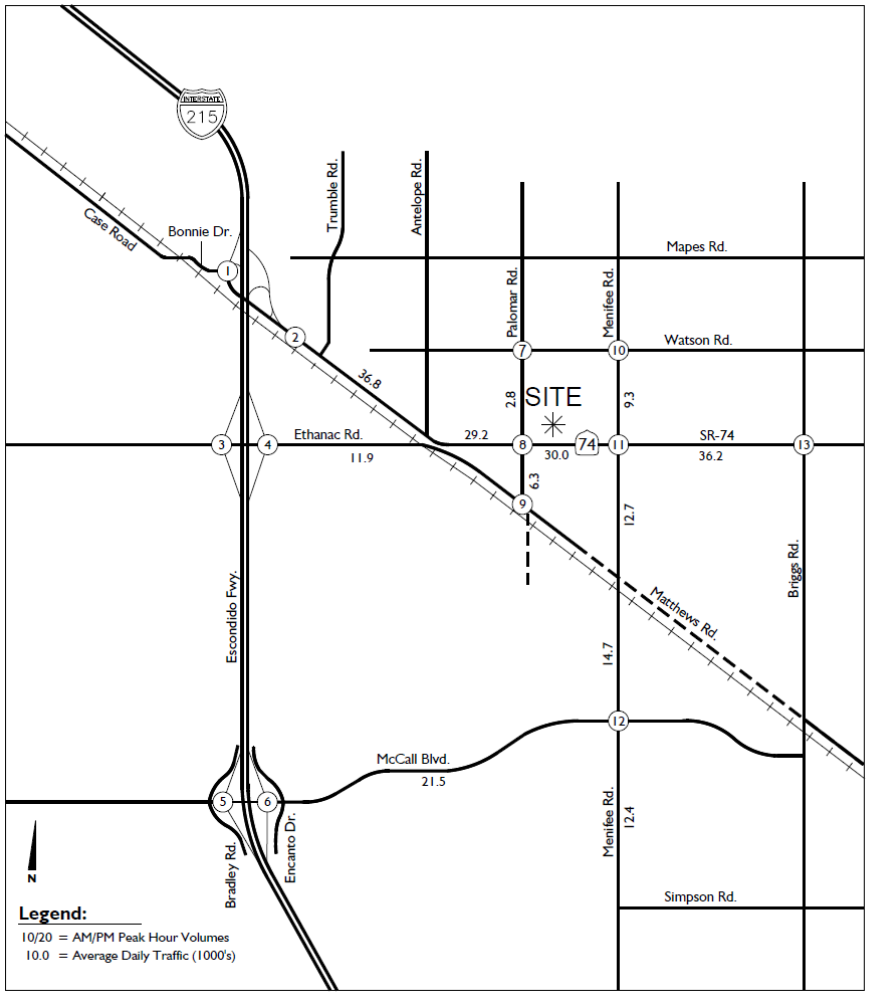
4.13.4.8.b Project Opening Year Traffic Volumes

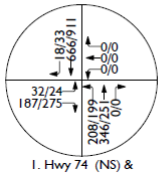
Project Opening Year conditions without Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on **Figure 4.13-11, *Project Opening Year (2023) Conditions without Project Traffic Volumes***.

Project Opening Year traffic conditions with Project traffic AM and PM peak hour intersection turning movement and average daily traffic volumes are shown in **Figure 4.13-12, *Project Opening Year (2023) Conditions with Project Traffic Volumes***.

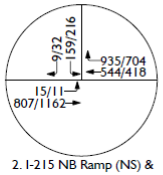
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Figure 4.13-11
Project Opening Year (2023) Conditions without Project Traffic Volumes

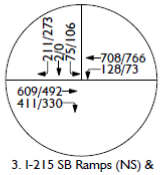




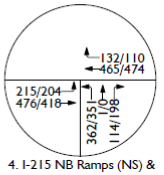
1. Hwy 74 (NS) & Bonnie Dr. (EW)



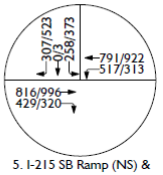
2. I-215 NB Ramp (NS) & Hwy 74 (EW)



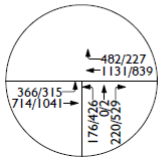
3. I-215 SB Ramps (NS) & Ethanac Rd. (EW)



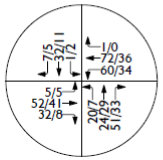
4. I-215 NB Ramps (NS) & Ethanac Rd. (EW)



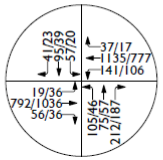
5. I-215 SB Ramp (NS) & McCall Blvd. (EW)



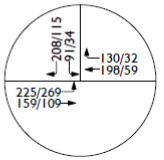
6. I-215 NB Ramp (NS) & McCall Blvd. (EW)



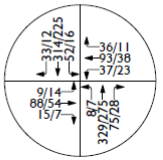
7. Palomar Rd. (NS) & Watson (EW)



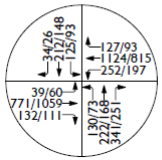
8. Palomar Rd. (NS) & Hwy 74 (EW)



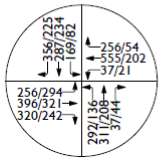
9. Palomar Rd. (NS) & Case Rd. (EW)



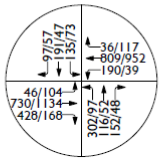
10. Menifee Rd. (NS) & Watson Rd. (EW)



11. Menifee Rd. (NS) & Hwy 74 (EW)



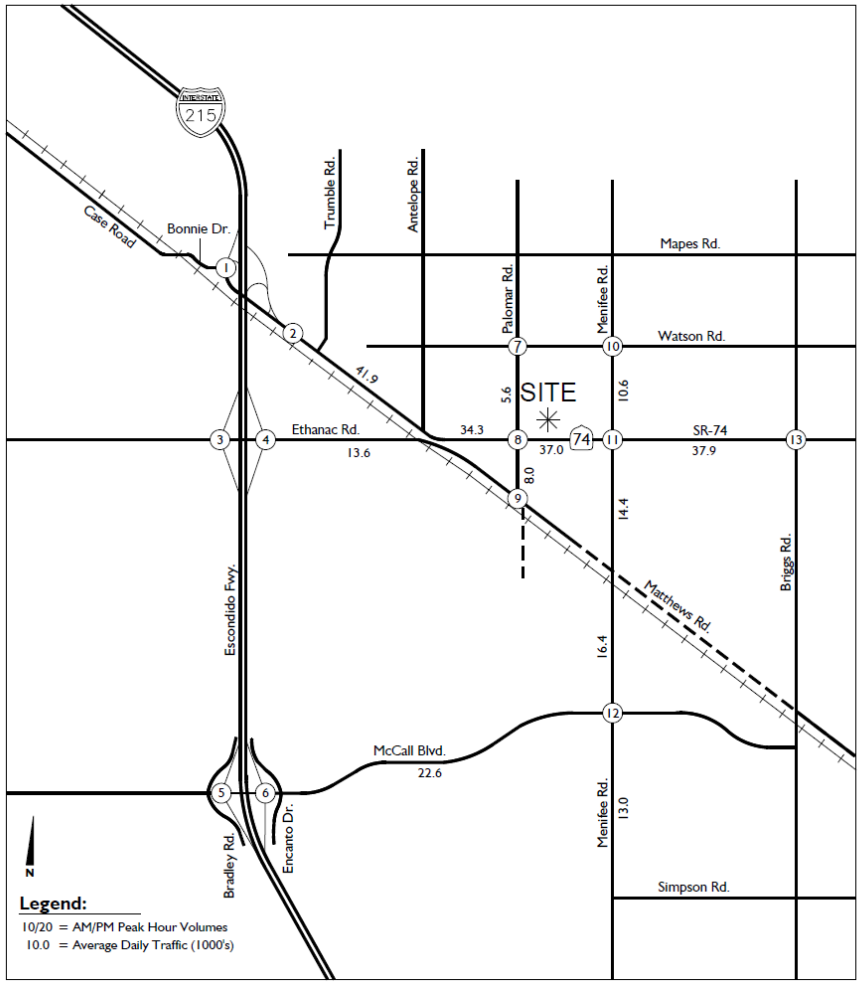
12. Menifee Rd. (NS) & McCall Blvd. (EW)



13. Briggs Rd. (NS) & Hwy 74 (EW)

Source: TIA (**Appendix I**)

Figure 4.13-12
Project Opening Year (2023) Conditions with Project Traffic Volumes





Source: TIA (**Appendix I**)

4.13.4.8.c Project Opening Year Intersection Level of Service Analysis

The intersection level of service analysis for Project opening year conditions is shown in **Table 4.13-14, *Project Opening Year (2023) Intersection Level of Service Analysis***. The level of service analysis compares without Project conditions to with Project conditions. The level of service calculation worksheets for Project opening year conditions without Project are provided in Appendix D of the *TIA* and the level of service calculation worksheets for Project opening year conditions with Project are provided in Appendix E of the *TIA*.

Table 4.13-14
Project Opening Year (2023) Intersection Level of Service Analysis

Intersection	Traffic Control[1]	Without Project				With Project				Project Trips		Significant Impact[4,5]	
		Delay[3]		LOS[4]		Delay[3]		LOS[3]					
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. I-215 SB Ramp / SR-74	TS	13.8	18.1	B	B	14.2	19.7	B	B	115	196	NO	NO
2. I-215 NB Ramp / SR-74	TS	13.7	16.7	B	B	13.8	18.8	B	B	207	353	NO	NO
3. I-215 SB Ramp / Ethanac Road	TS	18.5	20.8	B	C	18.5	20.8	B	C	46	78	NO	NO
4. I-215 NB Ramp / Ethanac Road	TS	32.7	33.1	C	C	34.3	34.4	C	C	69	118	NO	NO
5. I-215 SB Ramp / McCall Boulevard	TS	34.4	41.9	C	D	35.0	44.0	D	D	37	57	NO	NO
6. I-215 NB Ramp / McCall Boulevard	TS	26.9	37.3	C	D	27.7	40.3	C	D	47	78	NO	NO
7. Palomar Road / Watson Road	AWS	8.6	8.0	A	A	8.7	8.3	A	A	30	78	NO	NO
8. Palomar Road / SR-74	TS	22.4	19.8	C	B	24.3	25.1	C	C	341	842	NO	NO
9. Palomar Road / Matthews Road	CSS	37.3	13.3	E	B	53.1	15.0	F	C			YES[C]	NO
Mitigated	**TS**					13.4	8.5	B	A	69	118	NO	NO
10. Menifee Road / Watson Road	CSS	55.0	17.3	F	C	68.9	21.1	F	C	40	104	NO	NO
11. Menifee Road / SR-74		84.7	58.7	F	E	106.5	89.8	F	F			YES[C]	YES
Mitigated	TS					37.0	36.3	D	D	167	414	NO	NO
12. Menifee Road / McCall Boulevard		68.0	30.2	E	C	74.6	30.5	E	C			YES[C]	NO
Mitigated	TS					53.0	28.1	D	C	69	117	NO	NO
13. Briggs Road / SR-74		54.2	32.6	D	C	58.6	32.6	E	C			YES[D]	NO
Mitigated	TS					44.4	31.9	D	C	68	117	NO	NO

[1] TS = Traffic Signal; CSS = Cross-street stop; AWS = All Way Stop.
[2] HCM = Highway Capacity Manual.
[3] LOS = Level of Service.
[4] For signalized intersections, a significant impact would occur if the pre-project condition is at or better than the minimum acceptable LOS (LOS D) and the addition of the project trips result in unacceptable LOS (LOS E or LOS F), or pre-project condition is LOS E or F and the project adds 50 or more peak hour trips to the intersection.
D = Direct Impact
C = Cumulative Impact

As shown in **Table 4.13-14**, the following intersections are forecast to result in a significant traffic impact based on the City and Caltrans thresholds of significance:

Impacted Intersections

9. Palomar Road at Case Road;
11. Menifee Road at SR-74;
12. Menifee Road at McCall Boulevard; and
13. Briggs Road at SR-74.

4.13.4.8.d Project Opening Year Roadway Segment Analysis

The roadway segment level of service calculations for Project opening year conditions are shown in **Table 4.13-15, *Project Opening Year (2023) Roadway Segment Analysis***. The roadway segment analysis is on the existing functional configuration of the roadway.

Table 4.13-15
Project Opening Year (2023) Roadway Segment Analysis

Study Area Roadway Segment	Roadway Configuration	Number of Lanes	Functional Classification[1]	Roadway Capacity[1]	Opening Year Without Project			Opening Year With Project			Project Significant Impact[3,4]
					ADT	V/C	LOS	ADT	V/C	LOS	
SR - 74											
1. I - 215 to Antelope Rd.	Existing	4	Major Road	34,100	36,778	1.08	F	41,888	1.23	F	YES[C]
Mitigated	Buildout	4	Major Road	34,100	36,778	1.08	F	41,888	1.23	F	YES[C]
2. Antelope Rd. to Palomar Rd.	Existing	4	Major Road	34,100	29,221	0.86	D	34,331	1.01	F	YES[D]
Mitigated	Buildout	6	Expressway	95,000	29,221	0.31	A	34,331	0.36	A	NO
3. Palomar Rd. to Menifee Rd.	Existing	4	Major Road	34,100	30,005	0.88	D	36,987	1.08	F	YES[D]
Mitigated	Buildout	6	Expressway	95,000	30,005	0.32	A	36,987	0.39	A	NO
4. Menifee Rd. to Briggs Rd.	Existing	4	Major Road	34,100	36,210	1.06	F	37,912	1.11	F	YES[C]
Mitigated	Buildout	6	Expressway	95,000	36,210	0.38	A	37,912	0.40	A	NO
Ethanac Road											
5. I - 215 to Matthews Rd.	Existing	2	Collector	13,000	11,896	0.92	E	13,600	1.05	F	YES[C]
Mitigated	Buildout	6	Expressway	95,000	11,896	0.13	A	13,600	0.14	A	NO
Palomar Road											
6. Watson Rd. to SR - 74	Existing	2	Collector	13,000	2,848	0.22	A	5,641	0.43	A	NO
7. SR - 74 to Matthews Rd.	Existing	2	Collector	13,000	6,322	0.49	A	8,026	0.62	B	NO
Menifee Road											
8. Watson Rd. to SR - 74	Existing	2	Collector	13,000	9,264	0.71	C	10,660	0.82	D	NO
9. SR - 74 to Case Rd.	Existing	4	Major Road	34,100	12,698	0.37	A	14,398	0.42	A	NO
10. Matthews Rd. to McCall Blvd.	Existing	4	Major Road	34,100	14,672	0.43	A	16,372	0.48	A	NO
11. McCall Blvd. to Simpson Rd.	Existing	4	Major Road	34,100	12,408	0.36	A	12,976	0.38	A	NO
McCall Blvd.											
12. I - 215 to Menifee Rd.	Existing	4	Major Road	34,100	21,466	0.63	B	22,598	0.66	B	NO

[1] Roadway classification based on City of Menifee General Plan Circulation Element.
[2] Roadway capacity based on existing and/or buildout configuration and Menifee Roadway Segment Capacity Thresholds.
[3] Per City of Menifee Traffic Impact Study Guidelines, a significant impact would occur if the pre-Project condition is at or better than the minimum acceptable LOS (LOS D) and the addition of Project trips results in unacceptable LOS (LOS E or LOS F).
D = Direct Impact
C = Cumulative Impact

A significant Project impact is identified at the following segments:

1. SR-74: I - 215 to Antelope Rd.
2. SR-74: Antelope Rd. to Palomar Rd.
3. SR-74: Palomar Rd. to Menifee Rd.
4. SR-74: Menifee Rd. to Briggs Rd.
5. Ethanac Road: I - 215 to Matthews Rd.

4.13.4.8.e Project Opening Year Mitigation Measures

With the recommendations shown in **Table 4.13-16, *Project Opening Year (2023) Recommended Mitigation Measures – Intersections*,** and **Table 4.13-17**, ***Project Opening Year (2023) Recommended Mitigation Measures – Roadway Segments*** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road. This segment is currently built out to the ultimate General Plan Alignment and further roadway widening may not be feasible. Therefore, the Project impact is considered potentially significant.

Table 4.13-16
Project Opening Year (2023) Recommended Mitigation Measures – Intersections[1]

Intersection	Recommended Mitigation Measures	Impact Criteria	Funding Mechanism[2]
9. Palomar Road (NS) at Matthews Road (EW)	- Install Traffic Signal	Cumulative	Fair Share
11. Menifee Road (NS) at SR - 74 (EW)	- Restripe northbound approach on Menifee Road from one left-turn/thru lane and one right-turn lane, to consist of one left-turn lane, one thru lane, and one right-turn lane. - Widen southbound approach on Menifee Road from one left-turn/thru/right-turn lane to consist of one left-turn lane, and one thru/right-turn lane and to align with the through travel lanes from the south leg of the intersection.	Cumulative	TUMF
12. Menifee Road (NS) at McCall Boulevard (EW)	- Widen southbound approach on McCall Boulevard from one left-turn lane, one thru lane, and one thru/right-turn lane, to consist of one left-turn lane, one thru lane, one thru/right-turn lane, and one right-turn lane.	Cumulative	TUMF
13. Briggs Road (NS) at SR - 74 (EW)	- Install right turn overlap phasing for the eastbound approach on SR-74. - Restrict northbound U-Turn movement on Briggs Road.	Direct	Project[3]

[1]Recommended improvements generally consist of the minimum necessary improvements to improve operations to acceptable Level of Service.

[2]If the recommended improvements for mitigating a significant impact are included in the City's TUMF network, then payment into the TUMF will mitigate the project's direct and cumulative significant impacts. If the recommended improvements are not included in the TUMF network, direct and cumulative impacts will be mitigated in the following manner:

- Direct Impacts: The project is 100% responsible for constructing the improvement. If the improvement is included in the City's DIF program, the project may receive in-lieu fee credits for constructing the improvement.
- Cumulative Impacts: The project is required to pay its proportionate fair share toward the cost of constructing the improvement. If the improvement is included in the City's DIF program, the project may receive in-lieu fee credits for its fair share contribution toward the cost of the improvement.

Source for TUMF improvements: WRCOG TUMF Regional System of Highways and Arterials (RSHA)

[3]Although SR-74 is included in the City's TUMF network, the recommended mitigation measure to install a right turn overlap on the eastbound approach of the Briggs Road/SR-74 intersection is not included in TUMF. Therefore, the project is 100% responsible for implementing the mitigation measure to address the project's direct impact.

Table 4.13-17
Project Opening Year (2023) Recommended Mitigation Measures – Roadway Segments

Roadway Segment	Recommended Mitigation Measures	Impact Criteria	Funding Mechanism[1]
1. SR-74: I - 215 to Antelope Rd.	- Segment currently built-out to ultimate general plan classification (4-lane, Major). - Additional widening improvements may not be feasible. Impact potentially significant.	Cumulative	TUMF
2. SR-74: Antelope Rd. to Palomar Rd.	- Widen roadway to general plan buildout classification of 6-lane Expressway.	Direct	TUMF
3. SR-74: Palomar Rd. to Menifee Rd.	- Widen roadway to general plan buildout classification of 6-lane Expressway.	Direct	TUMF
4. SR-74: Menifee Rd. to Briggs Rd.	- Widen roadway to general plan buildout classification of 6-lane Expressway.	Cumulative	TUMF
5. Ethanac Road: I-215 to Matthews Rd.	- Widen roadway to general plan buildout classification of 6-lane Expressway.	Cumulative	TUMF

[1] If the recommended improvements for mitigating a significant impact are included in the City's TUMF network, then payment into the TUMF will mitigate the project's direct and cumulative significant impacts. If the recommended improvements are not included in the TUMF network, direct and cumulative impacts will be mitigated in the following manner:

- Direct Impacts: The project is 100% responsible for constructing the improvement. If the improvement is included in the City's DIF program, the project may receive in-lieu fee credits for constructing the improvement.
- Cumulative Impacts: The project is required to pay its proportionate fair share toward the cost of constructing the improvement. If the improvement is included in the City's DIF program, the project may receive in-lieu fee credits for its fair share contribution toward the cost of the improvement.

The recommended mitigation measures needed to restore traffic operations to acceptable levels of service and reduce the Project's impact to less than significant levels for Project opening year traffic conditions for the other intersections and roadways are provided in **Table 4.13-16** and **Table 4.13-17**.

If the recommended improvements for mitigating a significant impact are included in the City's TUMF network, then payment into the TUMF will mitigate the Project's direct and cumulative significant impacts. If the recommended improvements are not included in the TUMF network, direct and cumulative impacts will be mitigated in the following manner:

- Direct Impacts: The Project is 100% responsible for constructing the improvement. If the improvement is included in the City's DIF program, the Project may receive in-lieu fee credits for constructing the improvement.
- Cumulative Impacts: The Project is required to pay its proportionate fair share toward the cost of constructing the improvement. If the improvement is included in the City's DIF program, the project may receive in-lieu fee credits for its fair share contribution toward the cost of the improvement.

Even with the implementation of **Mitigation Measure MM-TR-1** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road. Therefore, the Project's impact for Project opening year traffic conditions would be be considered significant and unavoidable.

4.13.4.9 Cumulative Traffic Conditions

4.13.4.9.a Method of Projection

Cumulative traffic conditions include traffic from Project opening year (2023) conditions, plus the addition of traffic from other reasonably foreseeable development projects in the vicinity of the analysis study area. Cumulative traffic conditions are derived using the build-up method of projection and include ambient area wide growth (2% per year) added to existing traffic conditions within the study area. Project related traffic impacts are assessed for Cumulative traffic conditions by comparing level of service operations for "without" and "with" Project scenarios.

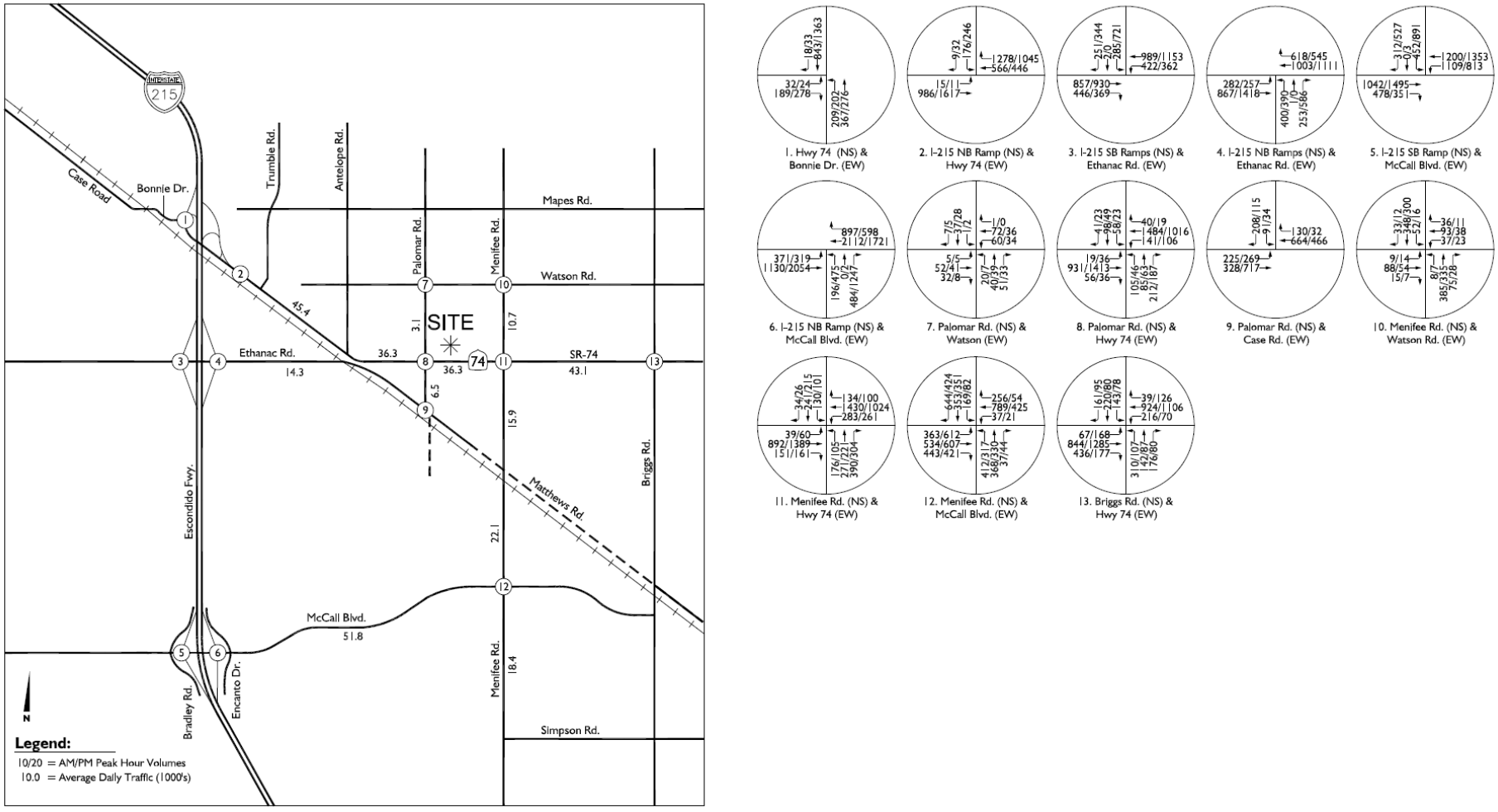
4.13.4.9.b Cumulative Conditions Traffic Volumes

Cumulative Conditions without Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on **Figure 4.13-13, *Cumulative Conditions without Project Traffic Volumes***.

Cumulative Conditions with Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on **Figure 4.13-14, *Cumulative Conditions with Project Traffic Volumes***.

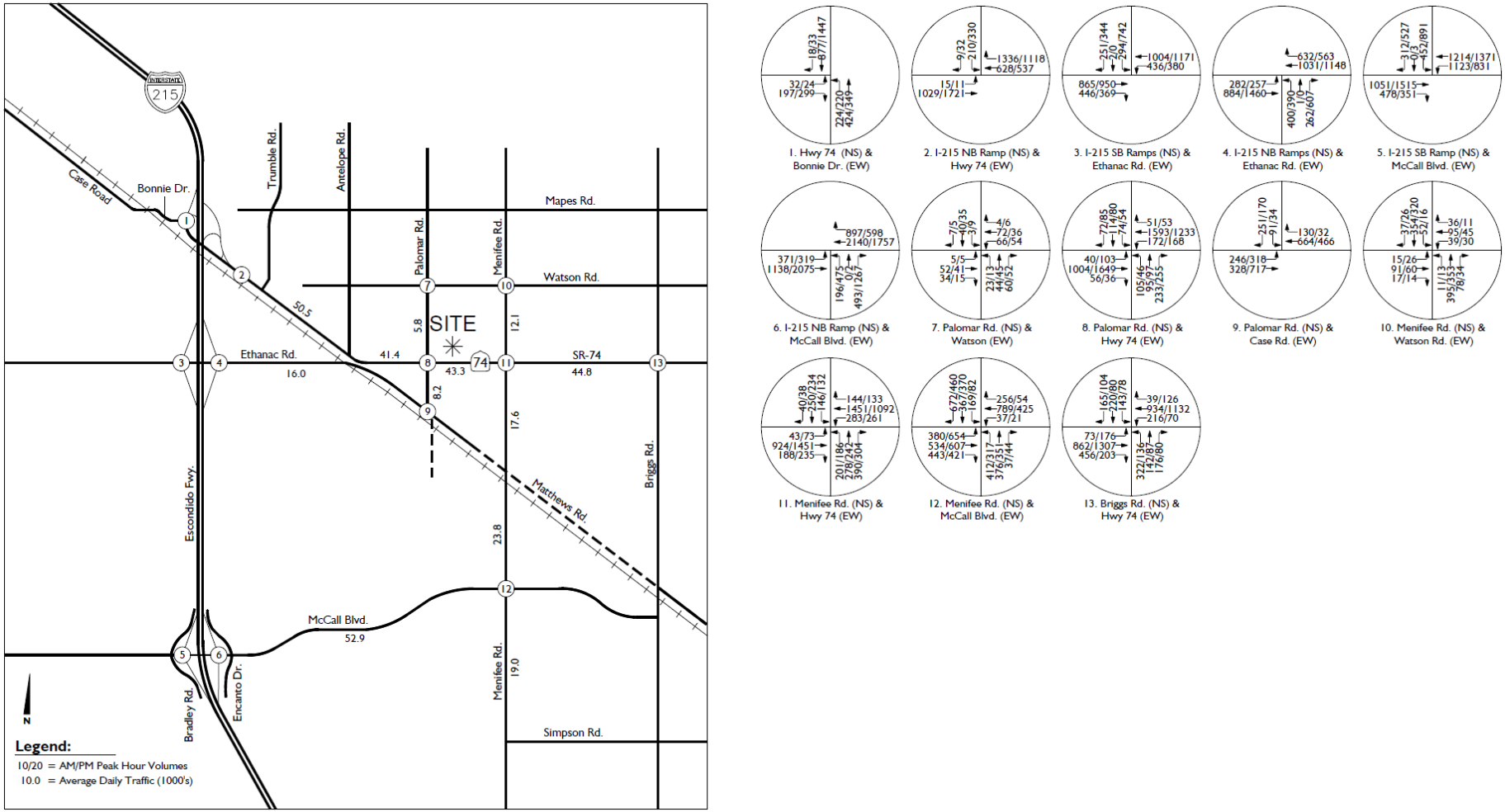
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Figure 4.13-13
Cumulative Conditions without Project Traffic Volumes



Source: TIA (**Appendix I**)

Figure 4.13-14
Cumulative Conditions with Project Traffic Volumes



Source: TIA (**Appendix I**)

4.13.4.9.c Cumulative Conditions Intersection Level of Service Analysis

The intersection level of service analysis for Cumulative conditions is shown in **Table 4.13-18, *Cumulative Condition Intersection Level of Service Analysis***. The level of service analysis compares without Project conditions to with Project conditions. The level of service calculation worksheets for Cumulative conditions without Project are provided in Appendix F of the *TIA* and the level of service calculation worksheets for Cumulative conditions with Project are provided in Appendix G of the *TIA*.

Table 4.13-18
Cumulative Condition Intersection Level of Service Analysis

Intersection	Traffic Control[1]	Without Project				With Project				Project Trips		Significant Impact[5]	
		Delay[3]		LOS[4]		Delay[3]		LOS[4]					
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. I-215 SB Ramp / SR-74	TS	16.2	90.7	B	F	17.3	110.5	B	F	115	196	NO	YES[C]
Mitigated						10.9	43.9	B	D			NO	NO
2. I-215 NB Ramp / SR-74	TS	12.8	15.2	B	B	13.0	18.9	B	B	207	353	NO	NO
3. I-215 SB Ramp / Ethanac Road	TS	47.4	110.7	D	F	49.9	119.6	D	F	46	78	NO	YES[C]
Mitigated						18.6	51.7	B	D			NO	NO
4. I-215 NB Ramp / Ethanac Road	TS	205.6	263.3	F	F	217.6	282.7	F	F	69	118	YES[C]	YES[C]
Mitigated						23.9	34.9	C	C			NO	NO
5. I-215 SB Ramp / McCall Boulevard	TS	156.5	217.6	F	F	160.2	223.6	F	F	37	57	NO	YES[C]
Mitigated						21.0	46.9	C	D			NO	NO
6. I-215 NB Ramp / McCall Boulevard	TS	126.3	256.9	F	F	131.5	266.5	F	F	47	78	NO	YES[C]
Mitigated						17.3	39.2	B	D			NO	NO
7. Palomar Road / Watson Road	AWS	8.7	8.1	A	A	8.8	8.4	A	A	30	78	NO	NO
8. Palomar Road / SR-74	TS	23.3	19.0	C	B	26.8	29.0	C	C	341	842	NO	NO
9. Palomar Road / Matthews Road	CSS	630.3	401.5	F	F	805.8	932.1	F	F	69	118	YES[C]	YES[C]
Mitigated	**TS**					42.0	11.9	D	B			NO	NO
10. Menifee Road / Watson Road	CSS	88.5	21.6	F	C	116.5	28.1	F	D	40	104	NO	NO
11. Menifee Road / SR-74	TS	149.7	129.4	F	F	174.8	186.7	F	F	167	414	YES[C]	YES[C]
Mitigated						42.6	48.6	D	D			NO	NO
12. Menifee Road / McCall Boulevard	TS	195.4	60.8	F	E	206.7	66.7	F	E	69	117	YES[C]	YES[C]
Mitigated						47.1	29.5	D	C			NO	NO
13. Briggs Road / SR-74	TS	66.6	40.8	E	D	66.6	40.8	E	D	68	117	YES[C]	NO
Mitigated						44.8	39.0	D	D			NO	NO

[1] TS = Traffic Signal; CSS = Cross-street stop; AWS = All Way Stop.
[2] HCM = Highway Capacity Manual.
[3] LOS = Level of Service.
[4] For signalized intersections, a significant impact would occur if the pre-project condition is at or better than the minimum acceptable LOS (LOS D) and the addition of the project trips result in unacceptable LOS (LOS E or LOS F), or pre-project condition is LOS E or F and the project adds 50 or more peak hour trips to the intersection.
D = Direct Impact
C = Cumulative Impact

As shown in **Table 4.13-18**, the following intersections are forecast to result in a significant traffic impact based on the agency-established thresholds of significance:

1. I-215 SB Ramp at SR – 74;
3. I-215 SB Ramp at Ethanac Road
4. I-215 NB Ramp at Ethanac Road
5. I-215 SB Ramp at McCall Boulevard
6. I-215 NB Ramp at McCall Boulevard
9. Palomar Road at Matthews Road
11. Menifee Road at SR – 74
12. Menifee Road at McCall Boulevard

.

4.13.4.9.d Cumulative Conditions Roadway Segment Analysis

The roadway segment level of service calculations for Cumulative Conditions is shown in **Table 4.13-19, *Cumulative Conditions Roadway Segment Analysis***. The roadway segment analysis is based on the existing functional configuration of the roadway.

A significant Project impact is identified at the following segments:

1.	SR-74:	I - 215 to Antelope Rd.
2.	SR-74:	Antelope Rd. to Palomar Rd.
3.	SR-74:	Palomar Rd. to Menifee Rd.
4.	SR-74:	Menifee Rd. to Briggs Rd.
5.	Ethanac Road:	I - 215 to Matthews Rd.
8.	Menifee Road:	Watson Rd. to SR-74
12.	McCall Blvd.	I - 215 to Menifee Rd.

Table 4.13-19
Cumulative Conditions Roadway Segment Analysis

	Study Area Roadway Segment	Roadway Configuration	Number of Lanes	Functional Classification[1]	Roadway Capacity[1]	Cumulative Conditions Without Project			Cumulative Conditions With Project			Project Significant Impact[3,4]
						ADT	V/C	LOS	ADT	V/C	LOS	
SR - 74												
1.	I - 215 to Antelope Rd.	Existing	4	Major Road	34,100	45,434	1.33	F	50,544	1.48	F	YES[C]
		Buildout	4	Major Road	34,100	45,434	1.33	F	50,544	1.48	F	YES[C]
	Mitigated											
2.	Antelope Rd. to Palomar Rd.	Existing	4	Major Road	34,100	36,333	1.07	F	41,443	1.22	F	YES[C]
		Buildout	6	Expressway	95,000	36,333	0.38	A	41,443	0.44	A	NO
	Mitigated											
3.	Palomar Rd. to Menifee Rd.	Existing	4	Major Road	34,100	36,301	1.06	F	43,283	1.27	F	YES[C]
		Buildout	6	Expressway	95,000	36,301	0.38	A	43,283	0.46	A	NO
	Mitigated											
4.	Menifee Rd. to Briggs Rd.	Existing	4	Major Road	34,100	43,086	1.26	F	44,788	1.31	F	YES[C]
		Buildout	6	Expressway	95,000	43,086	0.45	A	44,788	0.47	A	NO
	Mitigated											
Ethanac Road												
5.	I - 215 to Matthews Rd.	Existing	2	Collector	13,000	14,294	1.10	F	15,998	1.23	F	YES[C]
		Buildout	6	Expressway	95,000	14,294	0.15	A	15,998	0.17	A	NO
	Mitigated											
Palomar Road												
6.	Watson Rd. to SR - 74	Existing	2	Collector	13,000	3,054	0.23	A	5,847	0.45	A	NO
7.	SR - 74 to Matthews Rd.	Existing	2	Collector	13,000	6,478	0.50	A	8,182	0.63	B	NO
Menifee Road												
8.	Watson Rd. to SR - 74	Existing	2	Collector	13,000	10,702	0.82	D	12,098	0.93	E	YES[D]
		Buildout	6	Urban Arterial	56,300	10,702	0.19	A	12,098	0.21	A	NO
	Mitigated											
9.	SR - 74 to Matthews Rd.	Existing	4	Major Road	34,100	15,932	0.47	A	17,632	0.52	A	NO
10.	Matthews Rd. to McCall Blvd.	Existing	4	Major Road	34,100	22,070	0.65	B	23,770	0.70	B	NO
11.	McCall Blvd. to Simpson Rd.	Existing	4	Major Road	34,100	18,418	0.54	A	18,986	0.56	A	NO
McCall Blvd.												
12.	I - 215 to Menifee Rd.	Existing	4	Major Road	34,100	51,778	1.52	F	52,910	1.55	F	YES[C]
		Buildout	6	Urban Arterial	56,300	51,778	0.92	E	52,910	0.94	E	YES[C]
	Mitigated											

[1]Roadway classification based on City of Menifee General Plan Circulation Element
[2]Roadway capacity based on existing and/or buildout configuration and Menifee Roadway Segment Capacity Thresholds
[3]Per City of Menifee Traffic Impact Study Guidelines, a significant impact would occur if the pre-Project condition is at or better than the minimum
acceptable LOS (LOS D) and the addition of project trips results in unacceptable LOS (LOS E or LOS F).
D = Direct Impact
C = Cumulative Impact

4.13.4.9.e Cumulative Conditions

With the recommendations shown in **Table 4.13-16, *Project Opening Year (2023) Recommended Mitigation Measures – Intersections*,** and **Table 4.13-17**, ***Project Opening Year (2023) Recommended Mitigation Measures – Roadway Segments***, all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road. Additional widening improvements beyond the general plan classification may not be feasible. Therefore, the Project impact is considered potentially significant.

The recommended mitigation measures needed to restore traffic operations to acceptable levels of service and reduce the Project's impact to less than significant levels for all other

intersections and roadways for Cumulative Conditions are provided in **Table 4.13-20, *Cumulative Conditions Recommended Mitigation Measures – Intersections*,** and **Table 4.13-21**, ***Cumulative Conditions Recommended Mitigation Measures – Roadway Segments***. **Mitigation Measure MM-TR-2** shall be implemented to restore traffic operations to acceptable levels of service for all intersections other than Segment #1, SR-74 from I-215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road.

Table 4.13-20
Cumulative Conditions Recommended Mitigation Measures – Intersections[1]

Intersection	Cumulative Condition[2]	Impact Criteria	Funding Mechanism[2]
1. I - 215 SB Ramp (NS) at SR - 74 (EW)	- Widen the southbound approach of the I-215 SB Ramp from one thru/right-turn lane to consist of one thru lane and one thru/right-turn lane.	Cumulative	TUMF
3. I-215 SB Ramp (NS) at Ethanac Road (EW)	- Reconfigure interchange for westbound approach on Ethanac Road to include partial clover leaf design. Configuration would be improved from one left-turn and two thru lanes to consist of two thru lanes and one free right-turn lane.	Cumulative	TUMF
4. I-215 NB Ramp (NS) at Ethanac Road (EW)	- Reconfigure interchange for eastbound approach on Ethanac Road to include partial clover leaf design. Configuration should be improved from from one left-turn and one thru lane to consist of two thru lanes and one free right-turn lane. - Widen westbound approach on Ethanac Road from one thru/right-turn lane to consist of two thru lanes and one free right-turn lane.	Cumulative	TUMF
5. I-215 SB Ramp (NS) at McCall Boulevard (EW)	- Widen eastbound McCall Boulevard approach from two thru lanes and one right-turn lane to consist of three thru lanes and one right-turn lane. - Reconfigure interchange for westbound McCall Boulevard approach from one left-turn lane and two thru lanes to consist of two thru lanes and one free right-turn lane.	Cumulative	TUMF
6. I-215 NB Ramp (NS) at McCall Boulevard (EW)	- Reconfigure interchange for eastbound approach on McCall Boulevard to inlcude partial clover leaf design. Configuration should be improved from one left-turn and two thru lanes to consist of three thru lanes and one free right-turn lane. - Widen westbound approach on McCall Boulevard from two thru-lanes and one free right-turn lane to consist of three thru lanes and one free right-turn lane. Improvement would require reconfiguration of NB ramps to include partial clover leaf design and removal of eastbound left turn lane on bridge. - Widen northbound approach on I-215 NB Ramp from one left-turn/thru lane and one right-turn lane to consist of one left-turn lane, one left-turn/right-turn lane, and one right-turn lane.	Cumulative	TUMF
9. Palomar Road (NS) at Matthews Road (EW)	- Install Traffic Signal	Cumulative	Fair Share
11. Menifee Road (NS) at SR - 74 (EW)	- Restripe northbound approach on Menifee Road from one left-turn/thru-lane and one right-turn lane, to consist of one left-turn lane, one thru-lane, and one right-turn lane. - Widen eastbound approach on SR-74 from one left-turn, one thru lane and one thru/right-turn lane, to consist of one left-turn lane, two thru-lanes, and one right-turn lane. - Widen southbound approach on Menifee Road from one left-turn/thru/right-turn lane to consist of one left-turn lane and one thru/right-turn lane, and align the northbound receiving lanes (north leg) with the through travel lanes from the south leg of the intersection.	Cumulative	TUMF

12. Menifee Road (NS) at McCall Boulevard (EW)	- Widen northbound approach on McCall Boulevard from one left-turn lane, two thru lanes, and one right-turn lane, to consist of two left-turn lanes, two thru lanes, and one right-turn lane. - Widen southbound approach on McCall Boulevard from one left-turn lane, one thru lane, and one thru/right-turn lane, to consist of one left-turn lane, two thru lanes, one thru/right-turn lane, and one right-turn lane. - Install right turn overlap phasing for the southbound approach on McCall Boulevard. - Widen eastbound approach on McCall Boulevard from two left-turn lanes, one thru lane, and one thru/right-turn lane, to consist of two left-turn lanes, two thru lanes, and one right-turn lane. - Install right turn overlap phasing for the eastbound approach on McCall Boulevard.	Cumulative	TUMF
13. Briggs Road (NS) at SR - 74 (EW)	- Install right turn overlap phasing for the eastbound approach on SR-74. - Restrict U-Turn movement for northbound Briggs Road approach.	Cumulative	Fair Share

[1] Recommended improvements generally consist of the minimum necessary improvements to improve operations to acceptable Level of Service.

[2] If the recommended improvements for mitigating a significant impact are included in the City's TUMF network, then payment into the TUMF will mitigate the project's direct and cumulative significant impacts. If the recommended improvements are not included in the TUMF network, direct and cumulative impacts will be mitigated in the following manner:

- Direct Impacts: The project is 100% responsible for constructing the improvement. If the improvement is included in the City's DIF program, the project may receive in-lieu fee credits for constructing the improvement.
- Cumulative Impacts: The project is required to pay its proportionate fair share toward the cost of constructing the improvement. If the improvement is included in the City's DIF program, the project may receive in-lieu fee credits for its fair share contribution toward the cost of the improvement.

Source for TUMF improvements: WRCOG TUMF Regional System of Highways and Arterials (RSHA)

Table 4.13-21
Cumulative Conditions Recommended Mitigation Measures – Roadway Segments

Roadway Segment	Recommended Mitigation Measures	Impact Criteria	Funding Mechanism[1]
1. SR-74: I - 215 to Antelope Rd.	- Segment currently built-out to ultimate general plan classification (4-lane, Major). - Additional widening improvements may not be feasible. Impact potentially significant.	Cumulative	TUMF
2. SR-74: Antelope Rd. to Palomar Rd.	- Widen roadway to general plan buildout classification of 6-lane Expressway.	Cumulative	TUMF
3. SR-74: Palomar Rd. to Menifee Rd.	- Widen roadway to general plan buildout classification of 6-lane Expressway.	Cumulative	TUMF
4. SR-74: Menifee Rd. to Briggs Rd.	- Widen roadway to general plan buildout classification of 6-lane Expressway.	Cumulative	TUMF
5. Ethanac Road: I-215 to Matthews Rd.	- Widen roadway to general plan buildout classification of 6-lane Expressway.	Cumulative	TUMF
8. Menifee Road: Watson Rd. to SR-74	- Widen roadway to general plan buildout classification of 6-lane Urban Arterial.	Direct	TUMF
12. McCall Boulevard: I-215 to Menifee Rd.	- Widen roadway to general plan buildout classification of 6-lane Urban Arterial. - Additional widening improvements may not be feasible. Impact potentially significant.	Cumulative	TUMF

[1] If the recommended improvements for mitigating a significant impact are included in the City's TUMF network, then payment into the TUMF will mitigate the project's direct and cumulative significant impacts. If the recommended improvements are not included in the TUMF network, direct and cumulative impacts will be mitigated in the following manner:

- Direct Impacts: The project is 100% responsible for constructing the improvement. If the improvement is included in the City's DIF program, the project may receive in-lieu fee credits for constructing the improvement.
- Cumulative Impacts: The project is required to pay its proportionate fair share toward the cost of constructing the improvement. If the improvement is included in the City's DIF program, the project may receive in-lieu fee credits for its fair share contribution toward the cost of the improvement.

Source for TUMF improvements: WRCOG TUMF Regional System of Highways and Arterials (RSHA)

If the recommended improvements for mitigating a significant impact are included in the City's TUMF network, then payment into the TUMF will mitigate the Project's direct and cumulative significant impacts. If the recommended improvements are not included in the TUMF network, direct and cumulative impacts will be mitigated in the following manner:

- Direct Impacts: The Project is 100% responsible for constructing the improvement. If the improvement is included in the City's DIF program, the Project may receive in- lieu fee credits for constructing the improvement.
- Cumulative Impacts: The Project is required to pay its proportionate fair share toward the cost of constructing the improvement. If the improvement is included in the City's DIF program, the Project may receive in-lieu fee credits for its fair share contribution toward the cost of the improvement.

In addition to TUMF and DIF fees, the Project is required to pay a fair-share contribution for intersections and roadways where a significant impact has been identified and the facility/improvement is not covered via the TUMF program. Reference **Standard Conditions SC-TR-2 (TUMF)**, **SC-TR-3 (DIF)**, and **Design Feature DF-1**.

Table 4.13-22, *Project Fair Share Contribution* shows the calculated Project fair share for Cumulative Conditions. Typically, a project is required to contribute fair share based on Cumulative Conditions towards Opening Year mitigation requirements.

Table 4.13-22
Project Fair Share Contribution[1, 2]

Intersection	Existing Traffic		Cumulative Condition with Project		Total Growth		Project Trips		Project % of Growth in Traffic	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
9. Palomar Road (NS) at Matthews Road (EW)	898	548	1,728	1,766	830	1,218	69	118	8.31%	9.69%
13. Briggs Road (NS) at SR-74 (EW)	2,870	2,565	3,748	3,580	878	1,015	68	117	7.74%	11.53%

[1]The Project percent growth in traffic represents the project's percent contribution to existing conditions in traffic at an intersection during peak hours for Cumulative Condition.
[2]Fair share is calculated for intersections and roadways where a significant impact has been identified and the facility/improvement is not covered via the TUMF program.

Even with the implementation of **Mitigation Measure MM-TR-2** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I-215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road. Therefore, the Project's impact for Cumulative Conditions would be considered significant and unavoidable.

The Project will also be served by sidewalks. Bicycle racks will be provided in accordance with City Development Code requirements. This takes 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.

In addition, in order to ensure the Project is consistent with the goals and policies of the General Plan and other regional transportation plans that encourage multi-modal transportation, **Mitigation Measures MM-TR-3** through **MM-TR-7** shall be implemented.

In conclusion, with the incorporation of **Standard Conditions SC-TR-1** through **SC-TR-3**, **Design Features DF-1** through **DF-3**, and incorporation of **Mitigation Measures MM-TR-1** through **MM-TR-7**, the Project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

However, even with the implementation of **Mitigation Measure MM-TR-1** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road. Therefore, the Project's impact for Project opening year traffic conditions would be considered significant and unavoidable. Lastly, even with the implementation of **Mitigation Measure MM-TR-2** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I-215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road. Therefore, the Project's impact for Cumulative Conditions would be considered significant and unavoidable.

THRESHOLD b: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact

In the fall of 2013, Senate Bill 743 (SB 743) was passed by the legislature and signed into law by the governor. For some parts of California (and eventually the entire state), this legislation will change the way that transportation studies are conducted for environmental documents. In the areas where SB 743 is implemented, delay-based metrics such as roadway capacity and level of service will no longer be the performance measures used for the determination of the transportation impacts of projects in studies conducted under the California Environmental *Quality Act (CEQA). Instead, new performance measures such as Vehicle Miles Traveled (VMT) will be used.*

CEQA Guidelines Section 15064.3 reads as follows:

> *"Section 15064.3. Determining the Significance of Transportation Impacts*
> *(a) Purpose.*
>
> *This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay does not constitute a significant environmental impact.*
>
> *(b) Criteria for Analyzing Transportation Impacts.*
>
> *(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.*
>
> *(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152.*
>
> *(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a*

qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

(c) Applicability.

The provisions of this section shall apply prospectively as described in Section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on January 1, 2020, the provisions of this section shall apply statewide."

During the preparation of the traffic impact study, guidelines for the implementation of SB 743 were not yet incorporated into CEQA. Therefore, the traffic impact study followed current practice regarding state and local guidance as of the date of preparation. In December 2018 CEQA Guidelines were updated to include a threshold for evaluating traffic impacts using the VMT methodology. This new methodology is required to be used statewide for projects beginning in or after July 2020 unless the lead agency adopts the VMT thresholds earlier. As such, and because City of Menifee, as the lead agency, has not yet adopted VMT thresholds, the analysis for this Project utilizes the LOS methodology.

Notwithstanding, for purposes of full disclosure, it is estimated that the Project would generate approximately 23,026 annual VMT per capita (based on mitigated VMT), based on the California Emissions Estimator Model (CalEEMod) v2016.3.2.

4.13.5 Standard Conditions and Mitigation Measures

Standard Condition(s)

Standard Conditions SC-TR-1, **SC-TR-2**, and **SC-TR-3** are applicable to all Projects within the City and are not considered unique mitigation under CEQA.

SC-TR-1 **Traffic Control Plan (TCP). Prior to any Project construction the Project Applicant shall develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project**

site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.

SC-TR-2 **Transportation Uniform Mitigation Fee (TUMF). The Board of Supervisors of the County of Riverside and the Councils of the Cities of Western Riverside County enacted the Transportation Uniform Mitigation Fee (TUMF) to fund the mitigation of cumulative regional transportation impacts resulting from future development. The mitigation fees collected through the TUMF program will be utilized to complete transportation system capital improvements necessary to meet the increased travel demand and to sustain current traffic levels of service.**

The fee calculations are based on the proportional allocation of the costs of proposed transportation improvements based on the cumulative transportation system impacts of different types of new development. Fees are directly related to the forecast rate of growth and trip generation characteristics of different categories of new development. Fees shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever comes first. Payment of the TUMF is required and is not considered unique mitigation under CEQA.

SC-TR-3 **Development Impact Fees (DIF). The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.**

Mitigation Measure(s)

The following mitigation is required for Project impacts to intersections and roadway segments.

MM-TR-1 **Significant traffic impacts have been identified at four (4) study area intersections and for five (5) roadway segments for Project Opening Year 2023 traffic conditions. All Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road. Therefore, the Project's impact for Project Opening Year 2023 traffic conditions would be considered significant and unavoidable. Intersection improvements for Project Opening Year 2023 conditions are as follows:**

Intersection Improvements

- **Palomar Road (NS) at Case Road (EW)**
  - **Install Traffic Signal.**

- **Menifee Road (NS) at SR - 74 (EW)**

- **Restripe northbound approach on Menifee Road from one left-turn/thru lane and one right-turn lane, to consist of one left-turn lane, one thru lane, and one right-turn lane.**
- **Widen southbound approach on Menifee Road from one left-turn/thru/right-turn lane to consist of one left-turn lane, and one thru/right-turn lane and to align with the through travel lanes from the south leg of the intersection.**

- **Menifee Road (NS) at McCall Boulevard (EW)**
  - **Widen southbound approach on McCall Boulevard from one left-turn lane, one thru lane, and one thru/right-turn lane, to consist of one left-turn lane, one thru lane, one thru/right-turn lane, and one right-turn lane.**

- **Briggs Road (NS) at SR - 74 (EW)**
  - **Install right turn overlap phasing for the eastbound approach on SR-74.**
  - **Restrict northbound U-Turn movement on Briggs Road.**

. **<u>Roadway Segment Improvements</u>**

- **SR-74: I-215 to Antelope Road.**
  - **Segment currently built-out to ultimate general plan classification (4-lane, Major).**
- **SR-74: Antelope Road to Palomar Road.**
  - **Widen roadway to general plan buildout classification of 6-lane Expressway.**
- **SR-74: Palomar Road to Menifee Road.**
  - **Widen roadway to general plan buildout classification of 6-lane Expressway.**
- **SR-74: Menifee Road to Briggs Road.**
  - **Widen roadway to general plan buildout classification of 6-lane Expressway.**
- **Ethanac Road: I-215 to Matthews Road.**
  - **Widen roadway to general plan buildout classification of 6-lane Expressway.**

MM-TR-2 **Significant traffic impacts have been identified at nine (9) study area intersections and two (2) roadway segments for future cumulative traffic conditions. All Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I-215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road. Therefore, the Project's impact for Cumulative Conditions would be considered significant and unavoidable. Intersection improvements for cumulative traffic conditions are as follows:**

<u>Intersection Improvements</u>

- **I - 215 SB Ramp (NS) at SR - 74 (EW)**
  - **Widen the southbound approach of the I-215 SB Ramp from one thru/right-turn lane to consist of one thru lane and one thru/right-turn lane.**

- **I-215 SB Ramp (NS) at Ethanac Road (EW)**
  - **Reconfigure interchange for westbound approach on Ethanac Road to include partial clover leaf design. Configuration would be improved from one left-turn and two thru lanes to consist of two thru lanes and one free right-turn lane.**

- **I-215 NB Ramp (NS) at Ethanac Road (EW)**
  - **Reconfigure interchange for eastbound approach on Ethanac Road to include partial cloverleaf design. Configuration should be improved from one left-turn and one thru lane to consist of two thru lanes and one free right-turn lane.**
  - **Widen westbound approach on Ethanac Road from one thru/right-turn lane to consist of two thru lanes and one free right-turn lane.**

- **I-215 SB Ramp (NS) at McCall Boulevard (EW)**
  - **Widen eastbound McCall Boulevard approach from two thru lanes and one right-turn lane to consist of three thru lanes and one right-turn lane.**
  - **Reconfigure interchange for westbound McCall Boulevard approach from one left-turn lane and two thru lanes to consist of two thru lanes and one free right-turn lane.**

- **I-215 NB Ramp (NS) at McCall Boulevard (EW)**
  - **Reconfigure interchange for eastbound approach on McCall Boulevard to include partial cloverleaf design. Configuration should be improved from one left-turn and two thru lanes to consist of three thru lanes and one free right-turn lane.**
  - **Widen westbound approach on McCall Boulevard from two thru-lanes and one free right-turn lane to consist of three thru lanes and one free right-turn lane. Improvement would require reconfiguration of SB ramps to include partial cloverleaf design and removal of westbound left turn lane on bridge.**
  - **Widen northbound approach on I-215 NB Ramp from one left-turn/thru lane and one right-turn lane to consist of one left-turn lane, one left-turn/right-turn lane, and one right-turn lane.**

- **Menifee Road (NS) at SR - 74 (EW)**
  - **Restripe northbound approach on Menifee Road from one left-turn/thru-lane and one right-turn lane, to consist of one left-turn lane, one thru-lane, and one right-turn lane.**
  - **Widen eastbound approach on SR-74 from one left-turn, one thru lane and one thru/right-turn lane, to consist of one left-**

turn lane, two thru-lanes, and one right-turn lane.
- **Widen southbound approach on Menifee Road from one left-turn/thru/right-turn lane to consist of one left-turn lane, and one thru/right-turn lane and align the northbound receiving lanes (north leg) with the through travel lanes from the south leg of the intersection.**

- **Menifee Road (NS) at McCall Boulevard (EW)**
  - **Widen northbound approach on McCall Boulevard from one left-turn lane, two thru lanes, and one right-turn lane, to consist of two left-turn lanes, two thru lanes, and one right-turn lane.**
  - **Widen southbound approach on McCall Boulevard from one left-turn lane, one thru lane, and one thru/right-turn lane, to consist of one left-turn lane, two thru lanes, one thru/right-turn lane, and one right-turn lane.**
  - **Install right turn overlap phasing for the southbound approach on McCall Boulevard.**
  - **Widen eastbound approach on McCall Boulevard from two left-turn lanes, one thru lane, and one thru/right-turn lane, to consist of two left-turn lanes, two thru lanes, and one right-turn lane.**
  - **Install right turn overlap phasing for the eastbound approach on McCall Boulevard.**

<u>Roadway Segment Improvements</u>

- **Menifee Road: Watson Road to SR-74.**
  - **Widen roadway to general plan buildout classification of 6-lane Expressway.**
- **SR-74: McCall Boulevard to Menifee Road.**
  - **Widen roadway to general plan buildout classification of 6-lane Expressway.**

The calculated Project fair share contributions[1, 2] are:

Intersection	Existing Traffic		Cumulative Condition with Project		Total Growth		Project Trips		Project % of Growth in Traffic	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
9. Palomar Road (NS) at Matthews Road (EW)	898	548	1,728	1,766	830	1,218	69	118	8.31%	9.69%
13. Briggs Road (NS) at SR-74 (EW)	2,870	2,565	3,748	3,580	878	1,015	68	117	7.74%	11.53%

[1]The Project percent growth in traffic represents the project's percent contribution to existing conditions in traffic at an intersection during peak hours for Cumulative Condition.
[2]Fair share is calculated for intersections and roadways where a significant impact has been identified and the facility/improvement is not covered via the TUMF program.

In order to ensure the Project is consistent with the goals and policies of the General Plan and other regional transportation plans that encourage multi-modal transportation, the following mitigation measures shall be implemented.

MM-TR-3 Provide on-site and internal bicycle and pedestrian pathways that allow for direct and convenient non-motorized access between the residential and commercial planning areas within the Project site.

MM-TR-4 Provide secure on-site bicycle storage or cages for the residential uses.

MM-TR-5 Provide convenient/highly visible on-site bicycle parking racks for the commercial uses.

MM-TR-6 Provide an enhanced bus stop along SR-74, adjacent to the site, with a bus shelter, benches and bus turnout.

MM-TR-7 A final traffic study shall be conducted once detailed site plans are prepared and prior to issuing building permits to ensure all plans are to City of Menifee traffic impact analysis standards.

With the incorporation of **Mitigation Measures MM-TR-1** through **MM-TR-7** Project impacts will be reduced to a less than significant level.

The *TIA* also identified Project Design Features (DF). The recommended DF are considered standard requirements that are expected to be included in the final Project design. Recommended design features are provided to improve on-site accessibility, reduce potential roadway and design hazards, and ensure the Project is consistent with the City's established policies and ordinances concerning traffic and transportation.

DF-1 Complete all half-section street and parkway improvements for roadways adjacent to the site per the design requirements of the Menifee General Plan Circulation Element, including any requirements for on-street bicycle lanes.

DF-2 Adequate sight distance shall be established and maintained at all Project access locations, per Caltrans and City of Menifee standards.

DF-3 Participate in any Transportation Uniform Mitigation Fee (TUMF) and Development Impact Fee (DIF) programs applicable to the proposed development.

DF-4 The final on-site circulation system shall be reviewed and approved by the Riverside County Fire Department and local waste provider to ensure adequate access is provided.

4.13.6 Cumulative Impacts

The Project would have a less than significant impact that could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or

incompatible uses (e.g., farm equipment), or result in inadequate emergency access. No cumulative impacts will occur.

As explained in greater detail in the preceding analysis, the proposed Project will contribute to the generation of additional traffic on local and regional roadways. The proposed Project is not consistent with the land use and density for the site as identified in the current, adopted Specific Plan; however, it is consistent with the General Plan's Circulation Element, i.e. the proposed Project will install adjacent roadways to General Plan standards and will pay fair share funds to improvements on area roadways through payment of TUMF and DIF.

As part of the analysis contained in the *TIA*, cumulative impacts were analyzed for Project Opening Year 2023, and with cumulative traffic conditions. Even with the implementation of **Mitigation Measure MM-TR-1** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road. The Project's impact for Project opening year traffic conditions would be considered significant and unavoidable. Lastly, even with the implementation of **Mitigation Measure MM-TR-2** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I-215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road. The Project will also be required to implement **Mitigation Measures MM-TR-3** through **MM-TR-7**, **Standard Conditions SC-TR-1**, **SC-TR-2**, and **SC-TR-3** and Project Design Features (DF) **DF-1** through **DF-4**. Despite this, cumulative impacts from Project implementation will be considered cumulatively considerable.

4.13.7 Unavoidable Significant Adverse Impacts

Based on the analysis above, even with the implementation of **Mitigation Measure MM-TR-1** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road. The Project's impact for Project opening year traffic conditions would be considered significant and unavoidable. Lastly, even with the implementation of **Mitigation Measure MM-TR-2** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I-215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road. The Project will also be required to implement **Mitigation Measures MM-TR-3** through **MM-TR-7**, **Standard Conditions SC-TR-1**, **SC-TR-2**, and **SC-TR-3** and Project Design Features (DF) **DF-1** through **DF-4**. Despite this, the Project will result in a significant and unavoidable adverse impact on transportation resources.

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4.14 TRIBAL CULTURAL RESOURCES

4.14.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of tribal cultural resources from implementation of the Project. The Tribal Cultural Resources Section of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a.i Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

a.ii. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Based on the analysis in the IS it was determined that both questions pertaining to issue areas related to tribal cultural resources (in the questions asked above), **would** require further analysis in the Draft Environmental Impact Report (DEIR).

There were no standard conditions or mitigation measures presented in the IS to be carried over to this DEIR.

In addition to the IS, the following sources were used in the evaluation presented in this Subchapter:

- *SB 18 - Native American Consultation Request for Specific Plan Amendment No. 2010-090 (Specific Plan No. 260, Amendment No. 3)*, prepared by City of Menifee, August 23, 2017, (**Appendix J1**)
- *AB 52 Native American Consultation Letter from City of Menifee and responses from Tribe(s)* 2016 and 2019 (**Appendix J2**)

Comment Letters Received on the Notice of Preparation (NOP)

***Comment Letter #2* was received from the Native American Heritage Commission (dated 3/6/19) regarding land use and planning in response to the NOP. Within this comment letter were the following comments pertaining to tribal cultural resources:**

- The lead agency (City) must consult with all Tribes that are traditionally and culturally affiliated with the Project's geographical area.

- Utilize CEQA Guidelines for consultation pursuant to Assembly Bill 52 (AB52).
- Utilize CEQA Guidelines for consultation pursuant to Senate Bill 18 (SB18).
- Utilize recommendation for Cultural Resources Assessments.
    - Conduct an archaeological inventory survey if required and submit report per requirements.
    - Contact Native American Heritage Commission for a sacred lands file check.
    - Suggestions for mitigation.

Response: Consistent with AB52 and SB18, consultation has occurred with the Tribes that are traditionally and culturally affiliated with the Project's geographical area. Recommendations for Cultural Resources Assessments were utilized in the Phase I Cultural Resources Assessment of Palomar Crossings, Specific Plan Amendment 2010-090, prepared by Jean A. Keller, Ph.D., March 2018 (provided in Volume 2, Appendices of this DEIR, on CD). *Please refer to the detailed discussion in Section V.5, Cultural Resources, of the Initial Study* (provided in Chapter 8, Appendices of this DEIR).

No comments regarding tribal cultural resources were received at the Scoping Meeting held on March 11, 2019.

Therefore, the above issues identified in "a.i." and "a.ii.," and the issues identified in the IS/NOP (summarized above), are the focus of the following evaluation of air quality.

The following discussions are abstracted from the above referenced technical studies, which are provided in Volume 2 of the DEIR, the Technical Appendices.

4.14.2 Environmental Setting

4.14.2.1 Topography and Geology, Biology and Climate

Topography and Geology

The Project is located in the northeastern portion of the City of Menifee, in western Riverside County. It is situated in a topographically diverse region that is defined by the Lakeview Mountains to the northeast, Double Butte to the southeast, Perris Valley to the southwest, and the San Jacinto River to the northwest. Much of the drainage in the vicinity of the subject property has been channelized, but historically, the drainage pattern has been in a westerly direction toward Perris Valley and ultimately, the San Jacinto River. For the most part, drainage is intermittent, occurring only as the result of seasonal precipitation.

Topographically, the Project site is comprised of a flat alluvial plain. Elevations range from a low of 1465.0 feet above mean sea level (AMSL) at the southwestern corner of the property to a high of 1483.0 feet AMSL at the northeastern property corner. A watercourse parallels the southern boundary of the Project site but does not represent a permanent source of water. Instead, this feature serves to contain intermittent drainage, primarily from irrigation run-off. A permanent source of water is not located within the Project boundaries.

The Project is situated in the Perris Peneplain, a portion of the Northern Peninsular Range Province of Southern California. The Perris Peneplain is a broad valley bounded on three sides by mountain ranges: the San Jacinto Mountains on the east, the San Bernardino Mountains on the north, and the Santa Ana Mountains on the southwest. The northwestern extent of the Perris Peneplain is the Santa Ana River. The Peneplain is a large depositional basin composed

primarily of materials eroded from the granitic bedrock surfaces of the Southern California Batholith. The geological composition of the Project site is representative of the region as a whole, with alluvial fans and terraces formed by local granitic bedrock decomposition. Bedrock outcrops suitable for use in food processing, rock art, or shelter by indigenous peoples of the region are not present within the boundaries of the Project site. Loose lithic material is very sparse, and none observed would have been suitable for tool production by Native Americans who originally occupied this area.

Biology

As a result of past agricultural endeavors and recent vegetation clearance, virtually no native vegetation remains within the Project site. Prior to cultivation and periodic vegetation clearance, the land undoubtedly hosted representative plant species of the Riversidian Sage Scrub Plant Community, which predominates in this region. Characteristic plant species of this native community include white sage (*Salvia apiana*), black sage (*Salvia mellifera*), California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemisia californica*), scrub oak (*Quercus berberidifolia*), chamise (*Adenostoma fasciculatum*), and laurel sumac (*Malosma laurina*). Indigenous peoples of the region commonly used plants of this community for food, medicine, and implement production. A number of eucalyptus trees (*Eucalyptus* spp.) have been planted in the southeastern portion of the Project site near the corner of Ethanac and Menifee roads. A few small California pepper trees (*Shinus molle*) have also been planted, or perhaps naturalized, in this area. Most of the remaining acreage currently hosts a variety of invasive weeds and grasses such a wild mustard (*Sinapis arvensis*) and foxtails (*Hordeum murinum*).

During both the prehistoric and historic periods an abundance of faunal species undoubtedly inhabited the Project area. However, due to regional urbanization, the current faunal community is generally restricted to those species that can exist in proximity to humans, such as valley pocket gopher (*Thomomys bottae*), Audobon's cottontail (*Sylvilagus audobonii*), California ground squirrel (*Spermophilus beecheyi*), coyote (*Canis latrans*), western fence lizard (*Scelopous occidentalis*), and occasionally, mule deer (*Odocoileus hemionus*).

Climate

The climate of the Project area is that typical of cismontane Southern California, which on the whole is warm, and rather dry. This climate is classified as Mediterranean or "summer-dry subtropical." Temperatures seldom fall below freezing or rise above 100 degrees Fahrenheit. The rather limited precipitation received occurs primarily during the summer months.

4.14.2.2 Regulatory Setting

4.14.2.2.a Federal

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) authorized the National Register of Historic Places and coordinates public and private efforts to identify, evaluate, and protect the nation's historical and archaeological resources. The National Register includes districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review refers to the federal review process designed to ensure that historical properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process, with assistance from state historic preservation offices.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items, such as human remains, funerary objects, sacred objects, or objects of cultural patrimony, to lineal descendants and culturally affiliated Indian tribes.

4.14.2.2.b State

California Public Resources Code

Archaeological, paleontological, and historical sites are protected by a wide variety of state policies and regulations under the California Public Resources Code. In addition, cultural and paleontological resources are recognized as nonrenewable and therefore receive protection under the California Public Resources Code (PRC) and the California Environmental Quality Act (CEQA).

- California Public Resources Code 5020–5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for the designation of State Historical Landmarks and Historical Points of Interest.
- California Public Resources Code 5079–5079.65 defines the functions and duties of the Office of Historic Preservation (OHP). The OHP is responsible for the administration of federally and state-mandated historical preservation programs in California and the California Heritage Fund.
- California Public Resources Code 5097.9–5097.991 provides protection to Native American historical and cultural resources and sacred sites and identifies the powers and duties of the Native American Heritage Commission (NAHC). It also requires notification of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods.
- California Public Resources Code 5097.98 states that “in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation...until the coroner...has determined...that the remains are not subject to...provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible.... The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and... has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.”

This is reflected in **Standard Condition SC-CUL-1**, as outlined in Subsection 4.14.5.

State California Environmental Quality Act (CEQA) Guidelines Section 15064.5(a)(1)-(3)
California Environmental Quality Act (CEQA) guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 CCR §15064.5(a)(1)-(3)). Regarding the proper criteria for the evaluation of historical significance, CEQA guidelines mandate that "generally a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

Senate Bill 18

The law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

Senate Bill 18 (SB18) requires a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant Traditional Tribal Cultural Places (TTCP) prior to the adoption, revision, amendment, or update of a city's or county's general plan, specific plan, or designating land as open space. SB18 provides a new definition of TTCP, which requires that the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. In addition, SB18 law also adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Assembly Bill 52

Assembly Bill 52 (AB52) specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR. The

bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

4.14.2.2.c Local

Applicable City of Menifee General Plan Goals and Policies

The following are the applicable General Plan Goals and Policies:

- **Goal OSC-1:** A comprehensive system of high quality parks and recreation programs that meets the diverse needs of the community.
  - **Policy OCS-1.4:** Enhance the natural environment and viewsheds through park design and site selection while preserving sensitive biological, cultural, and historical resources.
- **Goal OSC-2:** A comprehensive network of hiking, biking, and equestrian recreation trails that do not negatively impact the natural environment or cultural resources
  - **Policy OSC-2.2:** Locate and regulate recreational trails so that they do not negatively impact the city's sensitive habitat, wildlife, natural landforms, and cultural resources.
  - **Policy OSC-2.8:** Develop appropriate consultation protocols with local Native America Tribes who have ancestral territories within the city to ensure recreation trails are located to avoid impacts to cultural resources.
- **Goal OSC-3:** Undisturbed slopes, hillsides, rock outcroppings, and other natural landforms that enhance the City's environmental setting and rich cultural and historical past and present.
  - **Policy OCS-3.2:** Promote thoughtful hillside development that respects the natural landscape by designing houses that fit into the natural contours of the slope and sensitive development that preserves and protects important cultural and biological resources.
  - **Policy OCS-3.5:** Develop suitable long-term preservation plans with appropriate Native American tribes who have ancestral lands within the city to ensure the perpetual preservation of cultural resources, boulders, and rock outcroppings protected under this policy.
- **Goal OSC-4:** Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.
  - **Policy OCS-4.5:** Limit the impacts of mining operations on the city's natural open space, biological and scenic resources, cultural resources and landscapes, and any adjacent land uses.
- **Goal OSC-5:** Archaeological, historical, and cultural resources that are protected and integrated into the City's built environment.
  - **Policy OSC-5.1:** Preserve and protect significant archeological, historic, 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 to implement this goal and associated policies.
  - **Policy OCS-5.2:** Work with local schools, organizations, appropriate Native American tribes with ancestral territories located within the city and other agencies to educate the public about the rich archaeological, historic, and cultural resources found in the city.
  - **Policy OSC-5.3:** Preserve sacred sites identified by the Pechanga Band of Luiseno

Indians and Soboba Band of Luiseno Indians, such as tribal burial grounds, by avoiding activities that would negatively impact the sites.

- **Policy OCS-5.4:** Establish clear and responsible policies and best practices to identify, evaluate, and protect previously unknown archaeological, historic, and cultural resources, following applicable CEQA and NEPA procedures and in consultation with the appropriate Native American tribes who have ancestral lands within the city.
- **Policy OSC-5.5:** Establish clear and responsible practices to identify, evaluate, and protect previously unknown archeological, historic, and cultural sites, following CEQA and NEPA procedure.
- **Policy OSC-5.6:** Develop strong government-to-government relationships and consultation protocols with the appropriate Native American tribes with ancestral territories within the city in order to ensure better identification, protection and preservation of cultural resources, while also developing appropriate educational programs, with tribal participation, for Menifee residents.

4.14.3 Thresholds of Significance

As discussed in Subsection 4.14.1, the Project impacts to two (2) criteria pertaining to tribal cultural resources will be analyzed. According to the IS, the Project would have a significant impact if it would:

a.i Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

a.ii. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The questions posed in the City's IS are included for each topical section to guide the impact analysis and the above significance criteria represent a summary of the thresholds raised in the IS. The potential tribal cultural resources changes in the environment are addressed in response to the above thresholds in the following analysis.

4.14.4 Potential Impacts

THRESHOLD a.i.: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural

value to a Cultural Native American tribe, and that is listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

Less Than Significant Impact

Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

Because the Project includes a Specific Plan Amendment, the Project is also subject to the requirements of Senate Bill (SB) 18. SB 18 requires a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant Traditional Tribal Cultural Places (TTCP) prior to the adoption, revision, amendment, or update of a city's or county's general plan, specific plan, or designating land as open space. SB 18 provides a new definition of TTCP, which requires that the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. In addition, SB 18 law also adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Based on the City's prior experience with and written request from potentially interested Tribes, AB 52 Notices were sent to the following four (4) Tribes on May 25, 2016:

- Agua Caliente Band of Cahuilla Indians;
- Pechanga Band of Luiseño Indians;
- Rincon Cultural Resources Department; and
- Soboba Band of Luiseño Indians.

With input from the Native American Heritage Commission (NAHC), SB 18 Notices were sent to the following 26 Tribes on August 23, 2017. The NAHC uses a broad range for notification.

- Agua Caliente Band of Cahuilla Indians;
- Augustine Band of Cahuilla Mission Indians;
- Cabazon Band of Mission Indians;
- Juaneño Band of Mission Indians;
- San Manuel Band of Mission Indians;
- Gabrieleño Band of Mission Indians – Kizh Nation;
- Gabrieleño/Tongva Nation;

- Cahuilla Band of Indians;
- Fort Mojave Indian Tribe;
- Chemehuevi Indian Tribe;
- Serrano Nation of Mission Indians;
- La Jolla Band of Luiseño Indians;
- Los Coyotes Band of Mission Indians;
- Morongo Band of Mission Indians;
- Pala Band of Mission Indians;
- Twenty-Nine Palms Band of Mission Indians;
- Pauma Band of Luiseño Indians – Pauma & Yuima Reservation;
- Pechanga Band of Luiseño Indians;
- Ramona Band of Cahuilla Mission Indians;
- Rincon Band of Luiseño Indians;
- San Luis Rey Band of Mission Indians;
- Santa Rosa Band of Mission Indians;
- Quechan Tribe of the Fort Yuma Indian Reservation;
- Colorado River Indian Tribes of the Colorado River Indian Reservation;
- Soboba Band of Luiseño Indians; and
- Torres-Martinez Desert Cahuilla Indians.

Written responses were received from the following Tribes on the AB 52 and SB 18 notices:

- Agua Caliente Band of Cahuilla Indians;
- Augustine Band of Cahuilla Mission Indians;
- Pechanga Band of Luiseño Indians;
- San Manuel Band of Mission Indians;
- Rincon Band of Luiseño Indians; and
- Soboba Band of Luiseño Indians.

The Augustine Band of Cahuilla Indians and the San Manuel Band of Mission Indians declined consultation on August 29, 2018 and September 13, 2018, respectively. The Agua Caliente Band of Cahuilla Indians deferred to the Pechanga Band of Luiseño Indians and the Soboba Band of Luiseño Indians and concluded any consultation efforts in a letter dated August 29, 2018.

Additionally, a phone conversation was had between the Project Planner, Mr. Manny Baeza and Mr. Matias Belardes of the Juaneño Band of Mission Indians after their receipt of the SB 18 Notice Letter (the exact date of this call was not recorded); according to Mr. Baeza, Mr. Belardes said “they had no concerns with the project since it was outside of their tribal boundary”.

The Pechanga Band of Luiseño Indians, the Rincon Band of Luiseño Indians, and the Soboba Band of Luiseño Indians requested formal consultation.

Consultation was conducted with the Pechanga Band of Mission Indians, the Rincon Band of Luiseño Indians, and the Soboba Band of Luiseño Indians. Each of the three Tribes requested, and received, a copy of the *A Phase I Cultural Resources Assessment of Palomar Crossings Specific Plan Amendment 2010-090*, prepared by Jean A. Keller, Ph.D., March 2018 (*CRA*, **Appendix D**). The *CRA* was included as an Appendix to the Initial Study, as part of the Notice

of Preparation package, sent out on February 26, 2019. City Staff met with the Pechanga Band of Mission Indians on July 30, 2019, as the City has regular, on-going meetings with the Tribe, and this Project had been formally submitted to the City prior to the formal consultation period being initiated.

As a result of the consultation process, it was agreed that **Standard Conditions SC-CUL-1** through **SC-CUL-8** shall be applied to the Project. Implementation of these standard conditions identified above will ensure that in the event that native cultural resources are discovered during ground-disturbing activities all construction activities around the find will be halted, a qualified archaeologist will be notified, uncovered resources will be evaluated, and local tribes will be notified if the find is determined to be prehistoric or historic in nature.

The Rincon Band of Luiseño Indians, and the Soboba Band of Luiseño Indians concluded formal consultation via e-mails dated May 8, 2019 and May 9, 2019, respectively (reference **Appendix J2**). The City has not received a conclusion letter pertaining to AB52 from the Pechanga Band of Luiseño Indians, as they typically they will not provide a conclusion letter until they have the Project Conditions of Approval and have had the opportunity to review and comment on this DEIR.

With implementation of **SC-CUL-1** through **SC-CUL-8** as outlined in Subsection 4.14.5, impacts to tribal cultural resources will be less than significant.

THRESHOLD a.ii.: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact

Please reference the discussion in Threshold a.i., above.

With implementation of **Standard Conditions SC-CUL-1** through **SC-CUL-8** as outlined in Subsection 4.14.5, impacts to tribal cultural resources will be less than significant.

4.14.5 Standard Conditions and Mitigation Measures

Standard Condition(s)

Standard Conditions were identified in the IS in order to ensure that the Project's potential to affect human remains (which may be encountered during ground-disturbing activities) would remain less than significant:

SC-CUL-1 **(Human Remains) If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.**

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

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

- **i. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.**
- **ii. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.**
- **iii. Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and**

will be monitored by additional Tribal monitors if needed.

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

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

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

a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department:

i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

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

under a confidential cover and not subject to Public Records Request.

iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

SC-CUL-5 (Archeologist Retained) Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.
The Project Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Tribal monitor(s), shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

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

In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res

Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

a. **Project grading and development scheduling;**
b. **The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;**
c. **The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.**

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

SC-CUL-7 **(Native American Monitoring [Soboba]) Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering**

Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

SC-CUL-8 **(Archeology Report - Phase III and IV) Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).**

Mitigation Measure(s)

No mitigation measures are required.

4.14.6 Cumulative Impacts

The cumulative study area for tribal cultural resources is the geographical area of the City of Menifee, which is the geographical area covered by the City General Plan, including all goals and policies included therein, as well as the historic tribal area contained therein. Future development in the City could include excavation and grading that could potentially impact tribal cultural resources and human remains. The cumulative effect of the proposed Project is the continued loss of these resources. The proposed Project, in conjunction with other development in the City, has the potential to cumulatively impact tribal cultural resources; however, it should be noted that each development proposal received by the City undergoes environmental review pursuant to CEQA. If there is a potential for significant impacts to tribal cultural resources, an investigation would be required to determine the nature and extent of the resources and identify appropriate mitigation measures. If subsurface tribal cultural resources are assessed and/or protected as they are discovered, impacts to these resources would be less than significant. In addition, the City's General Plan policies would be implemented as appropriate to reduce the effects of additional development within the City.

With implementation of **Standard Conditions SC-CUL-1** through **SC-CUL-8**, the contribution of the Specific Plan to the cumulative loss of known and unknown tribal cultural resources throughout the City would be reduced to a less than significant level.

4.14.7 Unavoidable Significant Adverse Impacts

Based on the information presented above, all potential tribal cultural resources impacts would

be limited and can be reduced to a less than significant impact level with adherence to **Standard Condition SC-CUL-1** through **SC-CUL-8**. As a result, there will not be any unavoidable Project specific or cumulative adverse impacts to tribal cultural resources from implementing the Project as proposed. The Project tribal cultural resource impacts are less than significant.

4.15 CULTURAL RESOURCES

4.15.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of cultural resources from implementation of the Project. Section V.5., Cultural Resources, of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?
b. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
c. Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Based on the analysis in the IS it was determined that the questions pertaining to issue areas a., through c., related to cultural resources (in the questions asked above) **would not** require any further analysis in the Draft Environmental Impact Report (DEIR). As it pertains to these questions, the IS identified "no impact" to issue area a., and a "less than significant impact" to issue areas c. and d., as a result of implementation of the Project.

However, based on the City of Menifee's on-going discussions with the Pechanga Band of Luiseño Indians during consultation pursuant to Assembly Bill 18, the City has decided that issue areas a. through c., in the questions asked above, **will** be included in the DEIR. Please see the discussion below.

Standard Conditions SC-CUL-1 through **SC-CUL-8** were presented in the IS (Section V.5) and shall be carried over to this DEIR.

In addition to the IS, the following sources were used in the evaluation presented in this Subchapter.

- *GPEIR* (*Chapter 5.5 – Cultural Resources*) https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report
- *General Plan* (Open Space & Conservation Element OSC-5: Paleontological and Cultural Resources https://www.cityofmenifee.us/221/General-Plan
- *A Phase I Cultural Resources Assessment of Palomar Crossings, Specific Plan Amendment 2010-090*, prepared by Jean A. Keller, Ph.D., March 2018 (*CRA*, **Appendix D**)
- *SB 18 - Native American Consultation Request for Specific Plan Amendment No. 2010-090 (Specific Plan No. 260, Amendment No. 3)*, prepared by City of Menifee, August 23, 2017, (**Appendix J1**)
- *AB 52 Native American Consultation Letter from City of Menifee and responses from Tribe(s)* 2016 and 2019 (**Appendix J2**)

Comment Letters Received on the Notice of Preparation (NOP)

***Comment Letter #2* was received from the Native American Heritage Commission (dated 3/6/19) regarding land use and planning in response to the NOP. Within this comment letter were the following comments pertaining to tribal cultural resources:**

- The lead agency (City) must consult with all Tribes that are traditionally and culturally affiliated with the Project's geographical area.
- Utilize CEQA Guidelines for consultation pursuant to Assembly Bill 52 (AB52).
- Utilize CEQA Guidelines for consultation pursuant to Senate Bill 18 (SB18).
- Utilize recommendation for Cultural Resources Assessments.
  - Conduct an archaeological inventory survey if required and submit report per requirements.
  - Contact Native American Heritage Commission for a sacred lands file check.
  - Suggestions for mitigation.

Response: Consistent with AB52 and SB18, consultation has occurred with the Tribes that are traditionally and culturally affiliated with the Project's geographical area. Recommendations for Cultural Resources Assessments were utilized in the Phase I Cultural Resources Assessment of Palomar Crossings, Specific Plan Amendment 2010-090, prepared by Jean A. Keller, Ph.D., March 2018 (provided in Volume 2, Appendices of this DEIR, on CD). *Please refer to the detailed discussion in Section V.5, Cultural Resources, of the Initial Study* (provided in Chapter 8, Appendices of this DEIR).

No comments regarding cultural resources were received at the Scoping Meeting held on March 11, 2019.

Therefore, the above issue areas a. through c., are the focus of the following evaluation of cultural resources.

The following discussions are abstracted from the above referenced technical studies, which are provided in Volume 2 of the DEIR, the Technical Appendices.

4.15.2 Environmental Setting

4.15.2.1 Topography and Geology

The Project site is located in the northeastern portion of the City of Menifee, in western Riverside County. It is situated in a topographically diverse region that is defined by the Lakeview Mountains to the northeast, Double Butte to the southeast, Perris Valley to the southwest, and the San Jacinto River to the northwest. Much of the drainage in the vicinity of the Project site has been channelized, but historically, the drainage pattern has been in a westerly direction toward Perris Valley and ultimately, the San Jacinto River. For the most part, drainage is intermittent, occurring only as the result of seasonal precipitation.

Topographically, the Project site is comprised of a flat alluvial plain. Elevations range from a low of 1,465 feet above mean sea level (AMSL) at the southwestern corner of the Project site to a

high of 1,483 feet AMSL at the northeastern corner of the Project site. A watercourse parallels the southern boundary of the Project site but does not represent a permanent source of water. Instead, this feature serves to contain intermittent drainage, primarily from irrigation run-off. A permanent source of water is not located within the Project site.

The Project is situated in the Perris Peneplain, a portion of the Northern Peninsular Range Province of Southern California. The Perris Peneplain is a broad valley bounded on three sides by mountain ranges: the San Jacinto Mountains on the east, the San Bernardino Mountains on the north, and the Santa Ana Mountains on the southwest. The northwestern extent of the Perris Peneplain is the Santa Ana River. The Peneplain is a large depositional basin composed primarily of materials eroded from the granitic bedrock surfaces of the Southern California Batholith. The geological composition of the Project site is representative of the region as a whole, with alluvial fans and terraces formed by local granitic bedrock decomposition. Bedrock outcrops suitable for use in food processing, rock art, or shelter by indigenous peoples of the region are not present within the boundaries of the Project site. Loose lithic material is very sparse, and none observed would have been suitable for tool production by Native Americans who originally occupied this area.

4.15.2.2 Biology

As a result of past agricultural endeavors and recent vegetation clearance, virtually no native vegetation remains within the Project site. Prior to cultivation and periodic vegetation clearance, the land undoubtedly hosted representative plant species of the Riversidian Sage Scrub Plant Community, which predominates in this region. Characteristic plant species of this native community include white sage (Salvia apiana), black sage (Salvia mellifera), California buckwheat (Eriogonum fasciculatum), California sagebrush (Artemisia californica), scrub oak (Quercus berberidifolia), chamise (Adenostoma fasciculatum), and laurel sumac (Malosma laurina). Indigenous peoples of the region commonly used plants of this community for food, medicine, and implement production. A number of eucalyptus trees (Eucalyptus spp.) have been planted in the southeastern portion of the property near the corner of Ethanac and Menifee roads. A few small California pepper trees (Shinus molle) have also been planted, or perhaps naturalized, in this area. Most of the remaining acreage currently hosts a variety of invasive weeds and grasses such a wild mustard (Sinapis arvensis) and foxtails (Hordeum murinum).

During both the prehistoric and historic periods an abundance of faunal species undoubtedly inhabited the Project study area. However, due to regional urbanization, the current faunal community is generally restricted to those species that can exist in proximity to humans, such as valley pocket gopher (Thomomys bottae), Audobon's cottontail (Sylvilagus audobonii), California ground squirrel (Spermophilus beecheyi), coyote (Canis latrans), western fence lizard (Scelopous occidentalis), and occasionally, mule deer (Odocoileus hemionus).

4.15.2.3 Climate

The climate of the Project study area is that typical of cismontane Southern California, which on the whole is warm, and rather dry. This climate is classified as Mediterranean or "summer-dry subtropical." Temperatures seldom fall below freezing or rise above 100 degrees Fahrenheit. The rather limited precipitation received occurs primarily during the summer months.

4.15.2.4 Project Setting

Virtually all of the Project site has been altered by agricultural endeavors and periodic vegetation clearance and as a result, it is difficult to determine whether adequate resources would have been available to support indigenous populations of the region. Based on resources found on portions of the Project site and on undeveloped land in its vicinity, it is probable that floral and faunal resources would have offered limited opportunities to Native Americans for procuring food, as well as components for medicines, tools, and construction materials. Bedrock outcrops suitable for use in food processing, rock art, or shelter are not present within the Project site. Loose lithic material is very sparse, and none observed would have been suitable for ground or flaked stone tool production. A permanent source of water is not located within the Project site. Due to the relative lack of available natural resources, it is likely that the Project site would only have been utilized for seasonal resource exploitation by indigenous peoples of the region and not for long-term occupation.

Criteria for occupation during the historical era were generally somewhat different than for aboriginal occupation since later populations did not depend solely on natural resources for survival. During the historical era the subject property would probably have been considered very desirable due to the availability of tillable soil, flat topography, and its proximity to urban centers and major transportation corridors.

4.15.2.5 Cultural Setting

4.15.2.5.a Prehistory

On the basis of currently available archaeological research, occupation of Southern California by human populations is believed to have begun at least 10,000 years ago. Theories proposing much earlier occupation, specifically during the Pleistocene Age, exist but at this time archaeological evidence has not been fully substantiating. Therefore, for the purposes of this report, only human occupation within the past 10,000 years will be addressed.

A time frame of occupation may be determined on the basis of characteristic cultural resources. These comprise what are known as cultural traditions or complexes. It is through the presence or absence of time-sensitive artifacts at a particular site that the apparent time of occupation may be suggested.

In general, the earliest established cultural tradition in Southern California is accepted to be the San Dieguito Tradition, first described by Malcolm Rogers in the 1920's. The San Dieguito people were nomadic large-game hunters whose tool assemblage included large domed scrapers, leaf-shaped knives and projectile points, stemmed projectile points, chipped stone crescentics, and hammerstones. The San Dieguito Tradition was further divided into three phases: San Dieguito I is found only in the desert regions, while San Dieguito II and III occur on both sides of the Peninsular Ranges. Rogers felt that these phases formed a sequence in which increasing specialization and refinement of tool types were the key elements. Although absolute dates for the various phase changes have not been hypothesized or fully substantiated by a stratigraphic sequence, the San Dieguito Tradition as a whole is believed to have existed from approximately 7000 to 10,000 years ago (8000 to 5000 B.C.).

Throughout southwestern California the La Jolla Complex followed the San Dieguito Tradition. The La Jolla Complex, as first described by Rogers, then redefined by Harding, is recognized primarily by the presence of millingstone assemblages within shell middens. Characteristic cultural resources of the La Jolla Complex include basined millingstones, unshaped manos, flaked stone tools, shell middens, and a few Pinto-like projectile points. Flexed inhumations under stone cairns, with heads pointing north, are also present.

The La Jolla Complex existed from 5500 to 1000 B.C. Although there are several hypotheses to account for the origins of this complex, it would appear that it was a cultural adaptation to climatic warming after c. 6000 B.C. This warming may have stimulated movements to the coast of desert peoples who then shared their millingstone technology with the older coastal groups. The La Jollan economy and tool assemblage seems to indicate such an infusion of coastal and desert traits instead of a total cultural displacement.

The Pauma Tradition, as first identified by D.L. True in 1958, may be an inland variant of the La Jolla Complex, exhibiting a shift to a hunting and gathering economy, rather than one based on shellfish gathering. Implications of this shift are an increase in number and variety of stone tools and a decrease in the amount of shell. At this time, it is not known whether the Pauma Complex represents the seasonal occupation of inland sites by La Jollan groups or whether it represents a shift from a coastal to a non-coastal cultural adaptation by the same people.

The late period is represented by the San Luis Rey Complex, first identified by Meighan and later redefined by True et al. Meighan divided this complex into two periods: San Luis Rey I (A.D. 1400-1750) and the San Luis Rey II (A.D. 1750-1850). The San Luis Rey I type component includes cremations, bedrock mortars, millingstones, small triangular projectile points with concave bases, bone awls, stone pendants, Olivella shell beads, and quartz crystals. The San Luis Rey II assemblage is the same as San Luis Rey I, but with the addition of pottery vessels, cremation urns, tubular pipes, stone knives, steatite arrow straighteners, red and black pictographs, and such non-aboriginal items as metal knives and glass beads. Inferred San Luis Rey subsistence activities include hunting and gathering with an emphasis on acorn harvesting.

4.15.2.5.b Ethnography

According to available ethnographic research, the Project study area was included in the known territory of the Tacik-speaking Luiseño Indians during both prehistoric and historic times. The name Luiseño is Spanish in origin and was used in reference to those aboriginal inhabitants of Southern California associated with the Mission San Luis Rey.

The territory of the Luiseño was extensive, encompassing over 2000 square miles of coastal and inland Southern California. Known territorial boundaries extended as far northeast as the Santa Ana River and Box Springs Mountain Range, as far east as Mount San Jacinto, and as far southeast as Lake Henshaw, and to the west including the Southern Channel Islands. Their habitat included every ecological zone from sea level to 6000 mean feet above sea level.

Territorial boundaries of the Luiseño were shared with the Gabrieliño and Serrano to the north, the Cahuilla to the east, the Cupeño and Ipai to the south. With the exception of the Ipai, these tribes shared similar cultural and language traditions. Although the social structure and

philosophy of the Luiseño were similar to that of neighboring tribes, they had a greater population density and correspondingly, a more rigid social structure.

The settlement pattern of the Luiseño was based on the establishment and occupation of sedentary autonomous village groups. Villages were usually situated near adequate sources of food and water, in defensive locations primarily found in sheltered coves and canyons. Typically, a village was comprised of permanent houses, a sweathouse, and a religious edifice. The permanent houses of the Luiseño were earth-covered and built over a two-foot excavation. According to informants' accounts, the dwellings were conical roofs resting on a few logs leaning together, with a smoke hole in the middle of the roof and entrance through a door. Cooking was done outside when possible, on a central interior hearth when necessary. The sweathouse was similar to the houses except that it was smaller, elliptical, and had a door in one of the long sides. Heat was produced directly by a wood fire. Finally, the religious edifice was usually just a round fence of brush with a main entrance for viewing by the spectators and several narrow openings for entry buy the ceremonial dancers.

Luiseño subsistence was based on seasonal floral and faunal resource procurement. Each village had specific resource procurement territories, most of which were within one day's travel of the village. During the autumn of each year, however, most of the village population would migrate to the mountain oak groves and camp for several weeks to harvest the acorn crop, hunt, and collect local resources not available near the village. Hunters typically employed traps, nets, throwing sticks, snares, or clubs for procuring small animals, while larger animals were usually ambushed, then shot with bow and arrow. The Luiseño normally hunted antelope and jackrabbits in the autumn by means of communal drives, although individual hunters also used bow and arrow to hunt jackrabbits throughout the year. Many other animals were available to the Luiseño during various times of the year but were generally not eaten. These included dog, coyote, bear, tree squirrel, dove, pigeon, mud hen, eagle, buzzard, raven, lizards, frogs, and turtles.

Small game was prepared by broiling it on coals. Venison and rabbit were either broiled on coals or cooked in and earthen oven. Whatever meat was not immediately consumed was crushed on a mortar, then dried and stored for future use. Of all the food sources utilized by the Luiseño, acorns were by far the most important. Six species were collected in great quantities during the autumn of every year, although some were favored more than others. In order of preference, they were black oak (Quercus kelloggii), coast live oak (Q. agrifolia), canyon live oak (Q. chrysolepsis), Engelmann Oak (Q. engelmannii), interior live oak (Q. wislizenii), and scrub oak (Q. berberidifoilia). The latter three were used only when others were not available. Acorns were prepared for consumption by crushing them in a stone mortar and leaching off the tannic acid, then made into either a mush or dried to a flour-like material for future use.

Herb and grass seeds were used almost as extensively as acorns. Many plants produce edible seeds which were collected between April and November. Important seeds included, but were not limited to, the following: California sagebrush (Artemisia californica), wild tarragon (Artemisia dracunculus), white tidy tips (Layia glandulosa), sunflower (Helianthus annus), calabazilla (Cucurbita foetidissima), sage (Salvia carduacea and S. colombariae), California buckwheat (Eriogonum fasciculatum), peppergrass (Lepidium nitidum), and chamise (Adenostoma fasciculatum). Seeds were parched, ground, cooked as mush, or used as flavoring in other foods.

Fruit, berries, corms, tubers and fresh herbage were collected and often immediately consumed during the spring and summer months. Among those plants commonly used were basketweed (Rhus trilobata), Manzanita (Arctostaphylos Adans.), miner's lettuce (Montia Claytonia), thimbleberry (Rubus parviflorus), and California blackberry (Rubus ursinuss). When an occasional large yield occurred, some berries, particularly juniper and manzanita, were dried and made into a mush at a later time.

Tools for food acquisition, preparation, and storage were made from widely available materials. Hunting was done with a bow and fire-hardened or stone-tipped arrows. Coiled and twined baskets were used in food gathering, preparation, serving, and storage. Seeds were ground with handstones on shallow granitic mutates, while stone mortars and pestles were used to pound acorns, nuts, and berries. Food was cooked in clay vessels over fireplaces or earthen ovens. The Luiseño employed a wide variety of other utensils produced from locally available geological, floral, and faunal resources in all phases of food acquisition and preparation.

The Luiseño subsistence system described above constitutes seasonal resource exploitation within their prescribed village-centered procurement territory. In essence, this cycle of seasonal exploitation was at the core of all Luiseño lifeways. During the spring collection of roots, tubers, and greens was emphasized, while seed collecting and processing during the summer months shifted this emphasis. The collection areas and personnel (primarily small groups of women) involved in these activities remained virtually unchanged. However, as the autumn acorn harvest approached, the settlement pattern of the Luiseño altered completely. Small groups joined to form the larger groups necessary for the harvest and village members left the villages for the mountain oak groves for several weeks. Upon completion of the annual harvest, village activities centered on the preparation of collected foods for use during the winter. Since few plant food resources were available for collection during the winter, this time was generally spent repairing and manufacturing tools and necessary implements in preparation for the coming resource procurement seasons.

Each Luiseño village was a clan tribelet – a group of people patrilineally related who owned an area in common and who were both politically and economically autonomous from neighboring villages. The chief of each village inherited his position and was responsible, with the help of an assistant, for the administration of religious, economic, and warfare powers. A council comprised of ritual specialists and shamans, also hereditary positions, advised the chief on matters concerning the environment, rituals, and supernatural powers.

The social structure of the villages is obscure, since the Luiseño apparently did not practice the organizational system of exogamous moieties used by many of the surrounding Native American groups. At birth, a baby was confirmed into the householding group and patrilineage. Girls and boys went through numerous puberty initiation rituals during which they learned about the supernatural beings governing them and punishing any infractions of the rules of behavior and ritual. Luiseño marriages created important economic and social alliances between lineages and were celebrated accordingly with elaborate ceremonies and a bride price. Residence was typically patrilineal and polygyny, often sororal, was practiced especially by chiefs and shamans.

One of the most important elements in the Luiseño life cycle was death. At least a dozen successive mourning ceremonies were held following an individual's death, with feasting taking

place and gifts being distributed to ceremony guests. Luiseño cosmology was based on a dying-god theme, the focus of which was Wiyó-t', a creator-culture hero and teacher who was the son of earth-mother. The order of the world was established by this entity and he was one of the first "people" or creations. Upon the death of Wiyó-t' the nature of the universe changed, and the existing world of plants, animals, and humans was created. The original creations took on the various life forms now existing and worked out solutions for living. These solutions included a spatial organization of species for living space and a chain-of-being concept that placed each species into a mutually beneficial relationship with all others.

Based on Luiseño settlement and subsistence patterns, the type of archaeological sites associated with this culture may be expected to represent the various activities involved in seasonal resource exploitation. Lithic debris and/or milling features, may be expected to occur relatively frequently. Food processing stations, often only single milling features, are perhaps the most abundant type of site found. Isolated artifacts occur with approximately the same frequency as food processing stations.

4.15.2.5.c History

Four principle periods of historical occupation existed in Southern California: the Explorer Period (A.D. 1540-1768), the Colonial Spanish-Mission Period (A.D. 1769-1830), the Mexican Ranch-Pastoral/Landless Indian Period (A.D. 1830-1860), and the American Developmental/Indian reservation Period (A.D. 1860-present).

In the general Project study area, the Colonial Spanish-Mission Period (A.D. 1769-1830) first represents historical occupation. Although earlier European explorers had traveled throughout South California, it was not until the 1769 "Sacred Expedition" of Captain Gaspar dé Portola and Franciscan Father Junipero Serra that there was actual contact with aboriginal inhabitants of the region. The intent of the expedition, which began in San Blas, Baja California, was to establish missions and presidios along the California coast, thereby serving the dual purpose of converting Indians to Christianity and expanding Spain's military presence in the "New World." In addition, each mission became a commercial enterprise utilizing Indian labor to produce commodities such as wheat, hides, and tallow that could be exported to Spain. Founded on July 16, 1769, the Mission San Diego de Alcalá was the first of the missions, while the Mission San Francisco Solana was the last mission, founded on July 4, 1823.

Although the Portola and Serra expedition apparently bypassed the study area, there is a possibility that Pedro Fages, a lieutenant in Portola's Catalan Volunteers, may have stopped in the area while looking for deserters from San Diego in 1772. In addition, historian Phillip Rush credits Captain Juan Pablo Grijalva and his party with the first white discovery of the region in 1795. The first white men of record to enter the region were Father Juan Norberto de Santiago and Captain Pedro Lisalde. In 1797 their expedition party, comprised of seven soldiers and five Indians (probably Juaneños from the Mission San Juan Capistrano) stopped briefly near Temecula on their journey to find another mission site. Upon leaving the valley Fr. Santiago remarked in his journal that the expedition had encountered an Indian village called "Temecula."

In 1798 on the site Santiago had selected, the Mission San Luis Rey de Francia was founded and all aboriginals living within the mission's realm of influence became known as the "Luiseño."

Within a 20-year period, under the guidance of Fr. Antonio Peyri, the mission prospered to a degree that it was often referred to as the "King of the Missions." At its peak, the Mission San Luis Rey de Francia, which is located in what is now Oceanside, controlled six ranches and annually produced 27,000 cattle, 26,000 sheep, 1300 goats, 500 pigs, 1900 horses, and 67,000 bushels of grain. During this period, the Mission San Luis Rey de Francia claimed the entire region that is now western Riverside County and northern San Diego County as a cattle ranch, although records of the Mission San Juan Capistrano show this region as part of their holdings.

By 1818 the greater Temecula Valley had become the Mission San Luis Rey's principle producer of grain and was considered one of the mission's most important holdings. It was at approximately this time that a granary, chapel, and majordomo's home were built in Temecula. These were the first structures built by whites within the boundaries of Riverside County. The buildings were constructed at the original Indian village of Temecula on a high bluff at the southern side of Temecula Creek where it joins Murrieta Creek to form the Santa Margarita River. This entire area continued to be an abundant producer of grain, as well as horses and cattle, for the thriving Mission San Luis Rey until the region became part of Mexico on April 11, 1822. Following this event, the Spanish missions and mission ranches began a slow decline.

During the Mexican Ranch-Pastoral/Landless Indian period (A.D. 1830-1860) the first of the Mexican ranchos were established following the enactment of the Secularization Act of 1833 by the Mexican government. Mexican governors were empowered to grant vacant land to "contractors (empresarios), families, or private citizens, whether Mexicans or foreigners, who may ask for them for the purpose of cultivating or inhabiting them." Mexican governors granted approximately 500 ranchos during this period. Although legally a land grant could not exceed 11 square leagues (about 50,000 acres or 76 square miles) and absentee ownership was officially forbidden, neither edict was rigorously enforced. The Project site was not located within any of the ranchos but was located approximately 2.5 miles southeast of the San Jacinto Nuevo y Potrero land grant.

The first use of the name San Jacinto Rancho was for a Mission San Luis Rey cattle ranch that had been named for the Silesian-born Dominican Saint Hyacinth (Jacinto is Spanish for Hyacinth), although there is no record of exactly when the mission established the ranch. The ranch was claimed by the Mission San Juan Capistrano as well but remained in the possession of the Mission San Luis Rey. On August 9, 1842, José Antonio Estudillo, who had been mayordomo of the Mission San Luis Rey from 1840 to 1843, filed an application for a grant of the four square leagues of the San Jacinto Rancho. Estudillo's petition stated that the land was absolutely vacant and that the land contained only an "indifferent house covered with earth, ten varas in length and of a corresponding width, which however is in a ruinous condition, and also an old corral which is useless, all constructed by the Indians, who sometimes live there, at which times they also make some small gardens." Mexican authorities investigated Estudillo's claim and determined that the land was indeed vacant and had been so for a long time, with only "three Christianized Indians living on said place," all of whom were reportedly desirous of Estudillo taking over the land. Although two other Individuals had previously petitioned for the ranch, Governor pro-tem Manuel Jimeno, apparently in consideration of Estudillo's work for the Mexican government as mayordomo of Mission San Luis Rey, granted eight square leagues of the San Jacinto Rancho to Estudillo on December 21, 1842, an amount of land twice the size of what Estudillo had requested.

Such a large grant may have overwhelmed Estudillo because in 1845 Estudillo's son-in-law, Miguel de Pedrorena, petitioned for the grant of surplus land from the San Jacinto Rancho. Pedrorena's petition showed the original eight-league grant cut in half with Estudillo's portion to the southeast labeled "San Jacinto Viejo" (Old San Jacinto) and Pedrorena's portion in the northwest named "San Jacinto Nuevo" (New San Jacinto). Pedrorena also requested a small area north of San Jacinto in the Badlands. When submitted to the governor, Pedrorena's entire petition was called the San Jacinto Nuevo y Potrero, which essentially means "surplus lands of the old San Jacinto Rancho.

It was also during this historical period that the central event of California history -the Gold Rush - occurred. Although gold had been discovered as early as 1842 in the Sierra Pelona north of Los Angeles, it cost more to extract and process the gold than it was worth. The second discovery of gold in 1848 at Sutter's Mill by James Marshall was serendipitously coincidental with California's change in ownership as the result of the Anglo-American victory in the Mexican War, occurring at a time when many adventurers had come to California in the vanguard of military conquest. If gold had not been discovered, California may have remained an essentially Hispanic territory of the United States. The discovery of gold and the riches it promised caused California to become a magnet that attracted Anglo-American exploration and colonization. It has been estimated that the Anglo-American population of California at the beginning of 1848 was 2000 and that by the end of 1849 it had exploded to over 53,000. In 1849 alone, more than 40,000 people traveled overland from the Eastern United States to California and by the end of the year, 697 ships had arrived in San Francisco, bringing another 41,000 individuals. In 1850, over 50,000 people came overland and 35,000 came by sea. Hence, despite the fact that thousands of disenchanted prospectors who left California (reportedly 31,000 in 1853 alone), California's population had grown to 380,000 by 1860 and to 560,000 by 1870, not including the Native Americans, whose populations were decimated by the Anglo-American invasion. Conversely, in 1846 the Native American population in California is estimated to have been at least 120,000 and by the 1860s, only 20,000-40,000 had survived. This period of history is often referred to as the "California Indian Holocaust."

During the years of the Gold Rush most mining occurred in the northern and central portions of the state. As a result, these areas were far more populated than most of southern California. Nevertheless, there was an increasing demand for land throughout the state and the federal government was forced to address the issue of how much land in California would be declared public land for sale. The Congressional Act of 1851 created a land commission to receive petitions from private land claimants and to determine the validity of their claims. The United States Land Survey of California conducted by the General Land Office, began that year and the subject property was first mapped in 1853.

Throughout the 1840s and 1850s thousands of settlers and prospectors traveled through the study area on the Emigrant Trail in route to various destinations in the West. The southern portion of the trail ran from the Colorado River to Warner's Ranch and then westward to Aguanga, where it split into two roads. The main road continued westward past Aguanga and into the valley north of the Santa Ana Mountains. This road was alternately called the Colorado Road, Old Temescal Road, or Fort Yuma Road and what is now SR-79 generally follows its alignment. The second road, known as the San Bernardino Road, split off northward from Aguanga and ran along the base of the San Jacinto Mountains.

On September 16, 1858 the Butterfield Company, following the Southern Emigrant Trail, began carrying the Overland Mail from Tipton, Missouri to San Francisco, California. The first stagecoach passed through Temecula on October 7, 1858 and exchanged horses at John Magee's store, which was located south of Temecula Creek on the Little Temecula Rancho. It was around this store that the second location of Temecula had been established. In addition to being a Butterfield Overland mail stop, it was at John Magee's store that the first post office in what is now Riverside County opened on April 22, 1859 with Louis A. Rouen being appointed the first postmaster in inland Southern California. From this time until the outbreak of the Civil War terminated Butterfield's service, mail was delivered to the Temecula Post office four times per week.

In the final period of historical occupation, the American Developmental/Landless Indian Reservation Period (A.D. 1860-present), the first major changes in the study area took place as a result of land issues addressed in the previous decade. Following completion of the General Land Office surveys, large tracts of federal land became available for sale and for preemption purposes, particularly after Congress passed the Homestead Act of 1862. California was eventually granted 500,000 acres of land by the federal government for distribution, as well as two sections of land in each township for school purposes. Much of this land was located in the southern portion of the state. Under the Homestead Act of 1862, 160-acre homesteads were available to citizens of the United States (or those who had filed an intention to become one) who were either the head-of-household or a single person over the age of 21 (including women).

Once the homestead claim was filed the applicant had six months to move onto the land and was required to maintain residency for five years as well as to build a dwelling and raise crops. Upon completion of these requirements the homesteader had to publish intent to close on the property in order to allow others to dispute the claim. If no one did so the homesteader was issued a patent to the property, thus conveying ownership. Individuals were attracted to the federal lands by their low prices and as a result, the population began to increase in regions where the lands available for homestead were located. It was at this time that the region of Southern California which became Riverside County saw an influx of settlers as well as those seeking other opportunities, including gold mining. As Anglo-Americans came to this region in increasing numbers, the continued existence of Native Americans in the area was threatened as their traditional lands were taken from them.

On March 17, 1882 the California Southern Railroad commenced service, extending from National City near the Mexican border in San Diego County, northerly to Temecula and Murrieta, across the Perris Valley, down the Box Springs Grade, and on to the City of San Bernardino. Under the supervision of chief engineer Frederick Thomas Perris, the railway had been completed through the Perris Valley early in 1882 and settlers rushed to the region to homestead and buy railroad land. The original rail station in this area was the town of Pinacate, located approximately two miles south of the present city of Perris. Unfortunately, from the time the first train came through Temecula on its way to from National City to San Bernardino, the California Southern Railroad had been plagued by flooding and washouts in Temecula Canyon. Railway service was disrupted for months at a time and a fortune was spent on rebuilding the washed- out tracks. Finally, in 1891 the Santa Fe Railroad constructed a new line from Los Angeles to San Diego down the coast and when later that year the California Southern Railway's route through Temecula Canyon once again washed out, that portion of the line was discontinued.

Around the time that the California Southern Railroad commenced service, Mr. L. Menifee Wilson, a 20-year-old from Kentucky, moved to the area and located what appears to have been the first gold quartz mine in Southern California. The mine was located approximately eight miles south of Perris and was named the Menifee Quartz Lode. As news of his find spread, miners flocked to the region to try their luck. Hundreds of gold mining claims were subsequently filed in the region around Menifee's mine and this area became known as Menifee and the Menifee Valley. Gold quartz discoveries in the Winchester, Perris, Murrieta, and Wildomar areas further fueled the belief that the entire region was one of unsurpassed mineral wealth, ripe for the taking. Wilson was one of the major proponents of this belief and in addition to his original mine, claimed several others in the general area.

From the time of L. Menifee Wilson's first gold discovery in the early 1880s, gold production through hard rock mining in western Riverside County increased considerably, reaching its peak in 1895. At that time the value of gold produced was reported in the Mining and Scientific Press (Vol. 85) as being $285,106. Although the gold value was still relatively high in 1896 ($262,800), from that point on production decreased substantially every year until in 1917 the value of gold was reported as being zero.

Based on numerous reports found in local newspapers such as the Winchester Record, Perris New Era, and Riverside's Press and Horticulturist, the gold boom in western Riverside County was rather short-lived, occurring primarily between late 1893 and mid-1895. During this period there were almost daily articles enthusiastically touting the number of new mining claims being recorded, yields from the various operations, and the resultant population boom as news of the region's mineral wealth spread. Several of the new mining claims were in the same general region where the subject property is located. By early 1896 the mining related articles were less frequent and often lamented the closing of mines, which was generally due to the lack of water necessary for processing gold-bearing ore. By this time a far greater emphasis began to be placed on the agricultural potential of the area. Replacing daily reports on gold yields from the mines were crop yields and bushel reports from the growing number of farms in western Riverside County. Although settlers continued to move into this region and a number of small towns developed, the migration was less dynamic than it had been during the early years of the gold rush and the region retained a fairly rural flavor until the last decades of the 20th century.

Among the settlers who came to western Riverside County in the late 19th century to pursue agricultural endeavors was Ethan Allen Chase. Mr. Chase originally hailed from Maine, but moved to New York and with his brothers, established the large and lucrative Chase Bothers Nursery Company. In the winter of 1891 Chase came to California seeking a milder climate than New York. After traveling throughout Southern California, he arrived in Riverside and immediately recognized the opportunities offered by the soil and climate. Chase invested in property and established the Chase Nursery Company, which initially focused on 1200 acres of land purchased south of Corona, 700 acres of which were planted in oranges and lemons. This property became known as the Chase Plantation. Seeking to expand his holdings, Chase came to the Perris Valley in 1898 with his sons and purchased 1200 acres of land with an eye toward establishing a dairy colony called Ethanac. Chase sunk numerous wells, built an electric station capable of pumping enough water for his needs, graded the land so that it was totally level, and planted almost the entire acreage in alfalfa. Largely as a result of Chase's efforts, Ethanac became a prosperous town, with the right-of-way for the California Southern Railway along its northern boundary and

its own Ethanac rail station complete with agent and operators. The Ethanac Post Office was established on June 25, 1900 with John Gaston as its first postmaster. Shortly thereafter, the Temescal Water Company bought out the interests of Ethan Allen Chase and sons with payment in part being in the form of stock in the company. From 1901 through 1920 the Temescal Water Company diverted water from Ethanac to Corona, ceasing only when the water level in Ethanac's wells dropped so low that the salinity of the water became unacceptable. Without water, the town of Ethanac eventually died.

In February of 1925 the Pacific Mutual Life Insurance Company developed a community named "Romola Farms," which was comprised of small ranches four to five acres in size that were offered for the cultivation of fig trees. The subject property was part of the Romola Farms community, encompassing original lots 69, 70, 71, 74, 75, 76, and 85 thru 92. The community proved to be so popular that a large number of similar tracts were created by different developers. The first of these subsequent tracts, "Romola Farms No. 2," was platted in June of 1925 for the Los Angeles Missionary and Church Extension Society of Methodist Episcopal Church; several others (Romola Farms Nos. 3, 4, etc.) followed the same year. Evangelists brought a large tent and people from Los Angeles to the development, but before too long it was discovered that several of the promoters were using the mail for fraud and were sent to federal prison (Gunther 437). Due to the popularity of the Romola Farms concept, a proposal was put forth to change the name of the Ethanac Post Office, located across the road from the original Romola Farms, to Romola. Unfortunately, the Post Office Department decided that this name was far too similar to the Ramona Post Office in San Diego County and would thus create confusion, so they denied the application. An application to change the name to Romoland Post Office was accepted, and on August 16, 1926 it became the official designation. The origin of the name "Romola" has never been revealed.

4.15.2.6 Regulatory Setting

4.15.2.6.a Federal

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) authorized the National Register of Historic Places and coordinates public and private efforts to identify, evaluate, and protect the nation's historical and archaeological resources. The National Register includes districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.
Section 106 (Protection of Historic Properties) of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review refers to the federal review process designed to ensure that historical properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process, with assistance from state historic preservation offices.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items, such as human remains, funerary objects, sacred objects, or objects of cultural patrimony, to lineal descendants and culturally affiliated Indian tribes.

4.15.2.6.b State

California Public Resources Code

Archaeological, paleontological, and historical sites are protected by a wide variety of state policies and regulations under the California Public Resources Code. In addition, cultural and paleontological resources are recognized as nonrenewable and therefore receive protection under the California Public Resources Code and CEQA.

- California Public Resources Code 5020–5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for the designation of State Historical Landmarks and Historical Points of Interest.
- California Public Resources Code 5079–5079.65 defines the functions and duties of the Office of Historic Preservation (OHP). The OHP is responsible for the administration of federally and state-mandated historical preservation programs in California and the California Heritage Fund.
- California Public Resources Code 5097.9–5097.991 provides protection to Native American historical and cultural resources and sacred sites and identifies the powers and duties of the Native American Heritage Commission (NAHC). It also requires notification of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods.
- California Public Resources Code 5097.98 states that "in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation...until the coroner...has determined...that the remains are not subject to...provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible.... The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and...has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission." This is reflected in **Standard Condition SC-CUL-1** (as outlined in Subsection 4.15.5).

State California Environmental Quality Act (CEQA) Guidelines Section 15064.5(a)(1)-(3)

CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included

in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 CCR §15064.5(a)(1)-(3)). Regarding the proper criteria for the evaluation of historical significance, CEQA guidelines mandate that "generally a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

Senate Bill 18

The law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

Senate Bill 18 (SB18) requires a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant Traditional Tribal Cultural Places (TTCP) prior to the adoption, revision, amendment, or update of a city's or county's general plan, specific plan, or designating land as open space. SB18 provides a new definition of TTCP, which requires that the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. In addition, SB18 law also adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Assembly Bill 52

Assembly Bill 52 (AB52) specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

4.15.2.6.c Local

Applicable City of Menifee General Plan Goals and Policies

The following are the applicable General Plan Goals and Policies:

- **Goal OSC-1:** A comprehensive system of high quality parks and recreation programs that meets the diverse needs of the community.
  - **Policy OCS-1.4:** Enhance the natural environment and viewsheds through park design and site selection while preserving sensitive biological, cultural, and historical resources.
- **Goal OSC-2:** A comprehensive network of hiking, biking, and equestrian recreation trails that do not negatively impact the natural environment or cultural resources
  - **Policy OSC-2.2:** Locate and regulate recreational trails so that they do not negatively impact the city's sensitive habitat, wildlife, natural landforms, and cultural resources.
  - **Policy OSC-2.8:** Develop appropriate consultation protocols with local Native America Tribes who have ancestral territories within the city to ensure recreation trails are located to avoid impacts to cultural resources.
- **Goal OSC-3:** Undisturbed slopes, hillsides, rock outcroppings, and other natural landforms that enhance the City's environmental setting and rich cultural and historical past and present.
  - **Policy OCS-3.2:** Promote thoughtful hillside development that respects the natural landscape by designing houses that fit into the natural contours of the slope and sensitive development that preserves and protects important cultural and biological resources.
  - **Policy OCS-3.5:** Develop suitable long-term preservation plans with appropriate Native American tribes who have ancestral lands within the city to ensure the perpetual preservation of cultural resources, boulders, and rock outcroppings protected under this policy.
- **Goal OSC-4:** Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.
  - **Policy OCS-4.5:** Limit the impacts of mining operations on the city's natural open space, biological and scenic resources, cultural resources and landscapes, and any adjacent land uses.
- **Goal OSC-5:** Archaeological, historical, and cultural resources that are protected and integrated into the City's built environment.
  - **Policy OSC-5.1:** Preserve and protect significant archeological, historic, 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 to implement this goal and associated policies.
  - **Policy OCS-5.2:** Work with local schools, organizations, appropriate Native American tribes with ancestral territories located within the city and other agencies to educate the public about the rich archaeological, historic, and cultural resources found in the city.
  - **Policy OSC-5.3:** Preserve sacred sites identified by the Pechanga Band of Luiseño Indians and Soboba Band of Luiseno Indians, such as tribal burial grounds, by avoiding activities that would negatively impact the sites.
  - **Policy OCS-5.4:** Establish clear and responsible policies and best practices to

identify, evaluate, and protect previously unknown archaeological, historic, and cultural resources, following applicable CEQA and NEPA procedures and in consultation with the appropriate Native American tribes who have ancestral lands within the city.

- **Policy OSC-5.5:** Establish clear and responsible practices to identify, evaluate, and protect previously unknown archeological, historic, and cultural sites, following CEQA and NEPA procedure.
- **Policy OCS-5.6:** Develop strong government-to government relationships and consultation protocols with the appropriate Native American tribes with ancestral territories within the city in order to ensure better identification, protection and preservation of cultural resources, while also developing appropriate educational programs, with tribal participation, for Menifee residents

4.15.3 Thresholds of Significance

As discussed in Subsection 4.15.1, above, as a result of comments received on the NOP and at the scoping meeting, Project impacts to three (3) criteria pertaining to cultural resources will be analyzed. According to the revised Appendix G of the CEQA Guidelines, and the IS, the Project would have a significant impact if it would:

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
c. Disturb any human remains, including those interred outside of formal cemeteries.

The question posed in the IS are included for this topical section to guide the impact analysis and the above significance criteria represent a summary of the thresholds raised in the City's IS. The potential cultural resources changes in the environment are addressed in response to the above threshold in the following analysis.

4.15.4 Potential Impacts

THRESHOLD a: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact

According to Public Resources Code (PRC) §5020.1(j), "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 CCR §15064.5(a)(1)-(3)). Regarding the proper criteria

for the evaluation of historical significance, CEQA guidelines mandate that "generally a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

The proposed Project site is vacant and 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.

As such, the proposed Project will not cause an adverse change in the significance of a historical resource and impacts to historic resources are not anticipated. No impacts are anticipated.

THRESHOLD b: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact

Cultural resources of prehistoric (i.e. Native American) or historical origin were not observed within the project boundaries during the field survey. According to a records search conducted by Eastern Information Center staff at the University of California, Riverside, 35 cultural resources studies have been conducted within a one-mile radius of the proposed project, effectively encompassing most of the land within that radius. During the course of field surveys associated with these studies, 23 cultural resources properties have been recoded with the on-mile radius. Of these properties, only two have been recorded within one-half mile of the Project site: a portion of Palomar Road at the southwestern corner of the property, and a ca. 1923 house that no longer exists. The remaining 21 recorded cultural resources properties are within a one-half to one-mile radius of the property, with 7 located one-half to three-quarters of a mile distant and 14 found between three-quarters and one mile from the Project site. The majority of cultural resources properties within the prescribed radius of the property are of historic-period origin, represented by streets, structures, and roadside refuse dumps.

According to A Phase I Cultural Resources Assessment of Palomar Crossings, Specific Plan Amendment 2010-090, prepared by Jean A. Keller, Ph.D., March 2018 (*CRA*, **Appendix D**), no cultural resources were observed within the boundaries of the Project site. In addition, it is unlikely that subsurface cultural resources of prehistoric origin exist within the general property

boundaries. However, a structure did exist near the southeastern property corner from at least 1897 through 1939 and by 1951, two structures existed. Consequently, it is possible that associated subsurface resources of historic-period origin may be still present within this portion of the property.

In the event that archeological materials are uncovered during ground-disturbing activities, **Standard Conditions SC-CUL-2** through **SC-CUL-8** shall be implemented to reduce potentially significant impacts to previously undiscovered archaeological resources that may be accidentally encountered during Project implementation to a less than significant level. **SC-CUL-2** requires non-disclosure of Native American human remains. **SC-CUL-3** pertains to procedures required due to any inadvertent finds during ground disturbance activities. **SC-CUL-4** pertains to procedures for final disposition of inadvertent discoveries requires that the archaeological monitor prepare a final report at the conclusion of archaeological monitoring. **SC-CUL-5** requires that a qualified archaeological monitor be present during all construction activities. **SC-CUL-6** requires the presence of Pechanga Tribal monitors during all ground disturbing activities. **SC-CUL-7** requires the presence of Soboba Tribal monitors during all ground disturbing activities. **SC-CUL-8** requires the procedures for the preparation of a Phase II and Phase IV archaeological report.

Furthermore, 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). With implementation of **SC-CUL-2** through **SC-CUL-8**, impacts will be less than significant.

THRESHOLD c: Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact

Because the Project site has been previously disturbed by agricultural uses, no human remains or cemeteries are anticipated to be disturbed by the proposed Project. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the proposed Project. It is also possible to encounter buried human remains during construction given the proven prehistoric occupation of the region, the identification of multiple surface archaeological resources within a half-mile of the Project site, and the favorable natural conditions that would have attracted prehistoric inhabitants to the area.

Standard Condition SC-CUL-1 is required to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project implementation to a less than significant level. **SC-CUL-1** requires that in the unlikely event that human remains are uncovered the contractor is required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with Health and Safety Code § 7050.5, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she must contact the Native American Heritage Commission for further investigations and

proper recovery of such remains, if necessary. Impacts will be less than significant with implementation of mitigation.

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 area shall also be subject to consultation between appropriate representatives from that group and the Community Development Director. The letter submitted by the Soboba and Pechanga band contains instructions for handling human remains found at the site that are of Native American origin, to which the Project applicant would adhere. Thus, compliance with the above-referenced state laws will reduce impacts to less than significant levels.

4.15.5 Standard Conditions and Mitigation Measures

Standard Condition(s)

Standard Conditions SC-CUL-1 through **SC-CUL-8** were presented in the IS (Section V.5) and are carried over to the DEIR. These standard conditions pertain to historical, cultural, and paleontological resources.

SC-CUL-1 **(Human Remains) If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.**

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

pursuant to the specific exemption set forth in California Government Code 6254 (r).

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

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

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

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

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

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

appealable to the City Planning Commission and/or City Council."

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

- **a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department:**
  - **i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.**
  - **ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.**
  - **iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.**

SC-CUL-5 **(Archeologist Retained) Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.**

The Project Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation

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

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

In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

a. **Project grading and development scheduling;**
b. **The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;**
c. **The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.**

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

SC-CUL-7 **(Native American Monitoring [Soboba]) Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.**

SC-CUL-8 **(Archeology Report - Phase III and IV) Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).**

Mitigation Measure(s)

No mitigation measures are required.

4.15.6 Cumulative Impacts

The cumulative study area for cultural, archaeological, and/or paleontological resources is the geographical area of the City of Menifee, which is the geographical area covered by the City General Plan, including all goals and policies included therein. Future development in the City could include excavation and grading that could potentially impact cultural, archaeological, and/or paleontological resources and human remains. The cumulative effect of the Project is the continued loss of these resources. The Project, in conjunction with other development in the City, has the potential to cumulatively impact cultural, archaeological, and/or paleontological resources; however, it should be noted that each development proposal received by the City undergoes environmental review pursuant to CEQA. If there is a potential for significant impacts to cultural, archaeological, and/or paleontological resources, an investigation would be required to determine the nature and extent of the resources and identify appropriate mitigation measures. If subsurface cultural, archaeological, and/or paleontological resources are assessed and/or protected as they are discovered, impacts to these resources would be less than significant. In addition, the City's General Plan policies would be implemented as appropriate to reduce the effects of additional development within the City.

With implementation of **Standard Conditions SC-CUL-1** through **SC-CUL-8**, the contribution of the Specific Plan to the cumulative loss of known and unknown cultural, archaeological, and/or paleontological resources throughout the City would be reduced to a less than significant level.

4.15.7 Unavoidable Significant Adverse Impacts

Based on the information presented above and the IS, all potential cultural, archaeological, and/or paleontological resource impacts would be limited and can be reduced to a less than significant impact level with adherence to **Standard Conditions SC-CUL-1** through **SC-CUL-8**. As a result, there will not be any unavoidable Project specific or cumulative adverse impacts to cultural, archaeological, and/or paleontological resources from implementing the Project as proposed. The Project cultural, archaeological, and/or paleontological resource impacts are less than significant.

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4.16 UTILITIES AND SERVICE SYSTEMS

4.16.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of utilities and service systems from implementation of the Project. The Utilities and **Service** Systems Section, of the Initial Study (IS, Subchapter 8.3, *Initial Study*) posed the following questions:

a. Would the Project require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?
b. Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?
c. Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?
d. Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
e. Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Based on the analysis in the IS it was determined that the question pertaining to issue area e., related to utilities and service systems (in the questions asked above), **would not** require any further analysis in the Draft Environmental Impact Report (DEIR). As it pertains to these questions, the IS identified "less than significant impact" as a result of implementation of the Project.

Based on the analysis in the IS, the remaining four (4) issue areas, a. through d., related to utilities and service systems in the questions asked above, **would** be further analyzed in the DEIR.

Standard Conditions SC-USS-1 through **SC-USS-4**, **SC-HYD-1** through **SC-HYD-3**, and **SC-HYD-5** shall be carried over to this DEIR.

No mitigation measures were presented in the IS that shall be carried over to this DEIR.

In addition to the IS, the following sources were used in the evaluation presented in this Subchapter:

- *City of Menifee General Plan DEIR, September 2013,* Section 5.9 *Hydrology and Water Quality*, Section 5.17 *Utilities and Service Systems,* Section 5.17.1 *Water Supply and Distribution Systems*, Section 5.17.2 *Wastewater Treatment and Collection*, Section 5.17.3 *Storm Drainage Systems*, Section 5.17.4 *Solid Waste*, and Section 5.17.5 *Other Utilities* (*Electricity, Natural Gas, Telecommunications)*
  https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report

- *Water Supply Assessment Report, Palomar Crossings,* issued by Eastern Municipal Water District (EMWD), April 17, 2019 (*WSA*, **Appendix O**)
- *Menifee North Specific Plan No. 260, Amendment No. 2, Substantial Conformance No. 1, Section III.A.1, Planning Objectives, Water and Sewer Plan (pp. III-22 thru III-25),* prepared by T&B Planning, Public Hearing Draft: January 2016 (*SP 260S1*)
- *Perris Valley Regional Water Reclamation Facility – Fact Sheet*, issued by EMWD, dated October 2016 https://www.emwd.org/sites/main/files/file-attachments/pvrwrffactsheet.pdf
- Eastern Municipal Water District *2015 Urban Water Management Plan* (*EMWD 2015 UWMP*); Metropolitan Water District *2015 Urban Water Management Plan* (*2015 RUWMP*) https://www.emwd.org/post/urban-water-management-plan
- CalRecycle, SWIS Facility Detail, El Sobrante Landfill (33-AA-0217) https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0217
- El Sobrante Landfill Fact Sheet, issued by Waste Management of California, accessed May 2019 https://www.wmsolutions.com/pdf/factsheet/El_Sobrante_Landfill.pdf
- El Sobrante Landfill Annual Monitoring Report, Jan 1, 2017 through Dec 31, 2017, by USA Waste of CA, Inc., dated August 2018 (Final) http://www.rcwaste.org/Portals/0/Files/ElSobrante/2018/ARC%20Agenda%20Package%20August%2016%202018.pdf
- Water Efficient Guidelines for New Development, July 19, 2013 http://www.emwd.org/home/showdocument?id=6987
- EMWD Consolidated Schedule of Rates, Fees and Charges (proposed for February 21, 2018 Board Approval) https://www.emwd.org/home/showdocument?id=6281
- EMWD Charges and Deposits https://www.emwd.org/construction/developer-project-help-desk/charges-and-deposits#sewer
- *Eastern Municipal Water District Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2018* https://www.emwd.org/sites/main/files/file-attachments/2018_cafr_final_weboptimized.pdf
- *EMWD Capital Improvement Program Update, Power Point Presentation*, prepared by Joe Mouawad, P.E., dated November 9, 2016 https://board.emwd.org/Citizens/FileOpen.aspx?Type=4&ID=5620&MeetingID=1493
- *EMWD Capital Improvement Program Update* (*CIP Update*) http://docplayer.net/42139514-Capital-improvement-program-update.html
- *Metropolitan Water District of Southern California – 2015 UWMP* http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf
- *Palomar Crossings Energy Conservation Analysis*, prepared by RK Engineering, Inc., 9-25-2019 (*ECA*, **Appendix M**)

Comment Letters Received on the Notice of Preparation (NOP)

No comments regarding utilities and service systems were received in response to the Notice of Preparation or at the Scoping Meeting held on March 11, 2019.

Therefore, the above issues 4.16.1a through 4.16.1d are the focus of the following evaluation of utilities and service systems.

4.16.2 Environmental Setting

4.16.2.1 Water

It is noted, the *Menifee North Specific Plan No. 260, Amendment No. 2, Substantial Conformance No. 1* (*SP 260S1)* - Master Water Plan (Figure III-7) indicates that 14" and 16" water service lines are planned to be extended along the Project site's Palomar Road and Menifee Road street frontages in the conjunction with future development.

The Project is comprised of approximately 64 acres in the City of Menifee and consists of a mix of commercial and multi-family residential uses in a portion of the Menifee North Specific Plan. In conjunction with the entitlement effort for the Project, a Water Supply Assessment (*WSA,* **Appendix O**) report was prepared and issued by EMWD. According to the *WSA*, the land use considered for the Project area in the 2015 UWMP demand projection was primarily commercial retail and business park/light industrial. These land uses are not all consistent with the Proposed Project and the demand for this Project is anticipated to exceed the limits of the projected demand for this area accounted for in the 2015 UWMP, however the demand for this project and other planned developments are below the total amount of new demand evaluated in the 2015 Urban Water Management Plan. Eastern Municipal Water District (EMWD) is also constantly updating its water supply portfolio and developing local resources to meet future demand. In 2021 the Urban Water Management Plan will be updated and include this Project in future demand projections and updates to the EMWD supply portfolio.

4.16.2.1.a WSA Purpose

Water Code 10910 (a) (b) (c)

The purpose of the *WSA* is to satisfy the requirements under Senate Bill 610 (SB610), Water Code Section 10910 et seq., Senate Bill 221 (SB221), and Government Code Section 66473 that adequate water supplies are or will be available to meet the water demand associated with a proposed Project.

- SB610 focuses on the content of a water supply agency's Urban Water Management Plan (UWMP) and stipulates that when an Environmental Impact Report (EIR) is required in connection with a project, the appropriate water supply agency must provide an assessment on whether its total projected water supplies will meet the projected water demand associated with the proposed project.
- SB610 applies to a proposed residential development of more than 500 dwelling units, or large commercial, industrial or mixed use development.
- SB221 requires water supply verification when a tentative map, parcel map, or development agreement for a project is submitted to a land use agency for approval.
- SB221 applies to proposed residential development of more than 500 dwelling units with some exceptions.

The need for an assessment or verification is determined by the lead agency for the Project, which, for the proposed Project, is the City of Menifee.

CEQA, Section 15206

Per Section 15206 of the State CEQA Guidelines, if a project has the potential for causing significant effects on the environment extending beyond the city or county in which the project would be located it is considered a project of statewide, regional or area wide significance. CEQA provides examples of the significant effects that a project could cause such as generating significant amounts of traffic or interfering with the attainment or maintenance of state or national air quality standards.

- Section 15206 explicitly identifies projects subject to this subdivision to include proposed residential developments of more than 500 dwelling units.

The proposed Project includes more than 500 dwelling units and, therefore, it meets the criteria of statewide, regional, or area wide significance.

4.16.2.1.b EMWD Background

EMWD was formed in 1950 and annexed into the Metropolitan Water District of Southern California (MWD) in 1951 to deliver imported water. In 1971, EMWD assumed the additional role of a groundwater producer with the acquisitions of the Fruitvale Mutual Water Company.

Presently, EMWD has four sources of water supply:

- Potable groundwater;
- Desalinated groundwater;
- Recycled water; and
- Imported water from MWD.

EMWD provides both retail and wholesale water supplies to a service area encompassing over 500 square miles with an estimated population of over 760,000 people. Agencies through which EMWD provides water supplies indirectly via wholesale service include the following:

- City of Hemet Water Department;
- City of Perris / North Perris Water System;
- City of San Jacinto Water Department;
- Lake Hemet Municipal Water District (LHMWD);
- Nuevo Water Company;
- Rancho California Water District.

4.16.2.1.c EMWD Urban Water Management Plan

In June of 2016, the EMWD Board of Directors adopted the *2015 UWMP*. This plan details information on EMWD's projected supplies and demands in five-year increments through the year 2040, and reports EMWD's progress on water use efficiency targets as defined in the Water Conservation Act of 2009. The *2015 UWMP* shows that the majority of EMWD's existing and future planned demand is to be met through imported water delivered by MWD. Demand

for EMWD shown in the *2015 UWMP* is projected across the District as a whole and is not project specific. The *2015 UWMP* relies heavily on information and assurances contained within MWD's 2015 Urban Water Management Plan (UWMP-MWD) when determining supply reliability.

4.16.2.1.d Population Projection

In 2015, EMWD updated the population projections from its 2010 UWMP using information from the District's Database of Proposed Projects and the 2015 Empire Economics Absorption Study. EMWD's prior UWMP used the Riverside County Center for Demographic Research (RCCDR) 2010 Projection, which considers land use and land agency information to develop future population projections, which was adopted by the Western Riverside Council of Governments.

Consistent with the significant percentage of undeveloped land within EMWD's service area, growth is anticipated to continue throughout the *2015 UWMP* 25-year planning horizon. Currently, approximately 40 percent of the District's service area is built out. As population and the associated water demands increase, EMWD will increase the amount of water imported via MWD. Alternatively, local supply projects may eventually offset some of the imported water increases.

As shown below in **Table 4.16-1, *Projected Population (2020 – 2040)***, the population in EMWD's service area over the 20 year projection period between 2020 and 2040 is forecast to increase by 418,500 people, from 856,500 (2020) to 1,274,600 (2040), a projected increase of 49%.

Table 4.16-1
Projected Population (2020 – 2040)

	2020	2025	2030	2035	2040
EMWD – Retail Service Area	617,100	699,800	784,100	864,200	939,100
City of Hemet Water Department	26,900	27,900	28,900	29,800	30,800
City of Perris/North Perris Water System	13,100	13,800	14,500	15,100	15,800
City of San Jacinto Water Department	16,100	18,500	20,800	23,100	25,500
Lake Hemet Municipal Water District	47,200	51,400	55,500	59,400	63,700
Nuevo Water Company	2,600	3,000	3,400	3,900	4,300
Other (Murrieta Division, etc.)	5,000	6,200	7,600	8,700	10,100
Rancho California Water District	128,500	146,500	160,400	174,400	185,300
Total	856,500	967,100	1,075,200	1,178,600	1,274,600

Source: *WSA*, (**Appendix O**)

4.16.2.1.e Overview of Supplies

EMWD has four sources of water supply: 1) imported water purchased from MWD, 2) local potable groundwater, 3) local desalinated groundwater, and 4) recycled water.

On average from 2010 through 2015, EMWD's water supply portfolio averaged approximately 57 percent imported water, 10 percent groundwater, 4 percent desalinated groundwater, and 29 percent recycled water. These figures include water that was indirectly served as wholesale

water.

The average proportion of imported water in EMWD's water supply portfolio was affected by sizeable reductions in 2015 (relative to prior years) due to the mandatory water use restrictions enacted by the State Water Resources Control Board in response to severe statewide drought conditions.

An annual breakdown of EMWD's supplies is shown below in **Table 4.16-2, *Water Supply Portfolio Acre-Feet (AF)***, which summarizes information from the *2015 UWMP*.

Table 4.16-2
Water Supply Portfolio (AF)

Type	Source	2012	2013	2014	2015	2016	2017
Imported – MWD Treated	Metropolitan Water District	62,000	62,200	66,900	39,200	47,700	58,000
Imported – EMWD Treated	Metropolitan Water District	18,300	18,200	21,600	18,600	15,500	12,900
Imported - Raw	Metropolitan Water District	13,300	16,000	15,300	11,900	13,300	7,600
Groundwater(1)	San Jacinto River Groundwater Basin	15,500	18,800	12,800	14,600	14,900	13,300
Desalination(2)	San Jacinto River Groundwater Basin	5,700	4,800	6,800	7,300	6,500	6,300
Recycled Water	Regional Water Reclamation Facilities	44,900	44,900	46,900	45,200	44,800	43,800
Total		**159,700**	**164,900**	**170,300**	**136,800**	**142,700**	**141,900**

Source: *WSA*, (**Appendix O**)
[1] Groundwater totals may include raw, brackish groundwater used to augment recycled water system (served to agricultural customers). Portions of the groundwater basin from which EMWD pumps potable groundwater are adjudicated under the Hemet-San Jacinto Watermaster and subject to adjusted base production rights.
[2] Refers to flow effluent from EMWD's desalination facilities (as opposed to total pumping from brackish wells, which are the influent flow).

As future development increases the water demands within EMWD's service area, it is anticipated that the majority of the new demands will be met through additional imported water from MWD.

Imported supply sources will be supplemented by local supply projects increasing the desalination of brackish groundwater and use of recycled water. EMWD also plans to continue its efforts to enhance water use efficiency within its service area.

Table 4.16-3, *Projected Water Supplies – Average Year Hydrology*, shows EMWD's projected water supplies for both retail and wholesale service throughout the planning horizon set within *2015 UWMP* under the assumption that new demands will primarily be met with increases in imported water. These estimates do not account for all potential new local supply

projects under development by EMWD or by agencies to which EMWD provides wholesale service.

Table 4.16-3
Projected Water Supplies – Average Year Hydrology

Type	Source	2020	2025	2030	2035	2040
Imported Water[1]	Metropolitan Water District	131,697	143,197	158,197	172,797	186,897
Groundwater[2]	San Jacinto River Groundwater Basin	12,303	12,303	12,303	12,303	12,303
Desalination	San Jacinto River Groundwater Basin	7,000	10,100	10,100	10,100	10,100
Recycled Water	Regional Water Reclamation Facilities	46,901	53,100	55,200	57,400	58,900
Total		197,901	218,700	235,800	252,600	268,200

Source: *WSA*, (**Appendix O**)
[1] Includes 7,500 acre-feet annually to be delivered by MWD to meet the Soboba Settlement Agreement.
[2] Portions of the groundwater basin from which EMWD pumps potable groundwater are adjudicated under the Hemet-San Jacinto Watermaster and subject to adjusted base production rights.

4.16.2.1.f Wholesale Water Supplies

Written Contracts or Other Proof of Entitlement

EMWD is one of the 26 member agencies that make up MWD. The statutory relationship between MWD and its member agencies establishes the scope of EMWD's entitlements from MWD. Typically, there are no set limits on supply quantities to member agencies and MWD has provided evidence in the 2015 UWMP – MWD that its supplies will meet member agency demands during normal, single-dry, and multiple-dry years within a 20-year projection.

During unprecedented shortage events, the MWD Water Supply Plan (WSAP) is implemented, requiring a reduction in demand by member agencies. The allocation plan takes into account member agency population growth and investments in local resources. Member agencies are allocated a portion of their anticipated demand with the assurance that a member agency will not see a retail shortage greater than the regional shortage. Water supply is not limited under the allocation plan but water use above a member agency's allocation is charged at a much higher rate. In 2015, after four years of dry conditions, MWD implemented Condition Three of its Water Supply Allocation Plan to preserve stored water. This action follows the principles in the Water Surplus and Drought Management Plan as described in the 2015 UWMP – MWD. During the allocation from MWD, EMWD implemented demand reduction strategies as outlined in its Water Shortage Contingency Plan and reduced imported demand below the allocation level. In 2016, MWD rescinded Condition 3 and declared a "Water Supply Alert" (Condition 2).

In 2014, the governor declared the State of California to be in a state of emergency due to drought. Beginning in June of 2015, urban water suppliers, including member agencies of MWD, have been subject to a mandatory conservation standard relative to 2013 demands under the emergency regulation enacted by the SWRCB. EMWD was initially subject to a mandatory conservation standard of 28 percent. In 2016, the SWRCB relaxed the mandatory conservation standards on an interim basis due to slight improvement in the statewide drought

conditions; this was followed by an end to the declared drought emergency in April 2017. However, the SWRCB may implement either permanent conservation regulations or another temporary conservation order based on future hydrologic conditions in the state.

Metropolitan Water District of Southern California Supplies

EMWD relies on MWD to provide the majority of its potable water supply and a small percent of its non-potable water supply. The northern portion of EMWD's service area is supplied by MWD's Mills Water Filtration Plant (WFP), while the southeastern portion of EMWD's service area is supplied by MWD's Skinner WFP. Untreated water from MWD is treated at EMWD's Perris and Hemet WFPs and is also delivered directly to a number of agricultural and wholesale customers.

The majority of new water demands caused by growth are to be met through additional imported water from MWD, although increases in local supplies such as brackish groundwater desalination and recycled water are expected to offset this to an extent. The 2015 UWMP-MWD concludes that MWD will have a reliable source of water to meet member agency needs through 2040 and includes reliability analysis for historic single-dry and multiple-dry years. Unprecedented shortages are addressed in the Water Shortage Contingency Analysis and Catastrophic Supply Interruption Planning portions of the UWMP-MWD.

Metropolitan Water District of Southern California – UWMP

The 2015 UWMP-MWD provides information about MWD's supply reliability and projected demands. MWD does not provide supply projections for each member agency; instead, MWD uses a regional approach to developing projections. Demand for the entire Southern California region is calculated, and then, based on available information about existing and proposed local projects, MWD determines the amount of imported water needed during future years. EMWD staff coordinated with MWD on the UWMP-MWD, exchanging information about demands, local supply projects, and population projections.

Based on the information provided by EMWD and other member agencies, MWD states that it is able to meet projected demands for all member agencies through 2040, even during dry periods. Under extreme conditions, water supplies could be allocated using the WSAP to preserve supplies in storage.

Local Resources

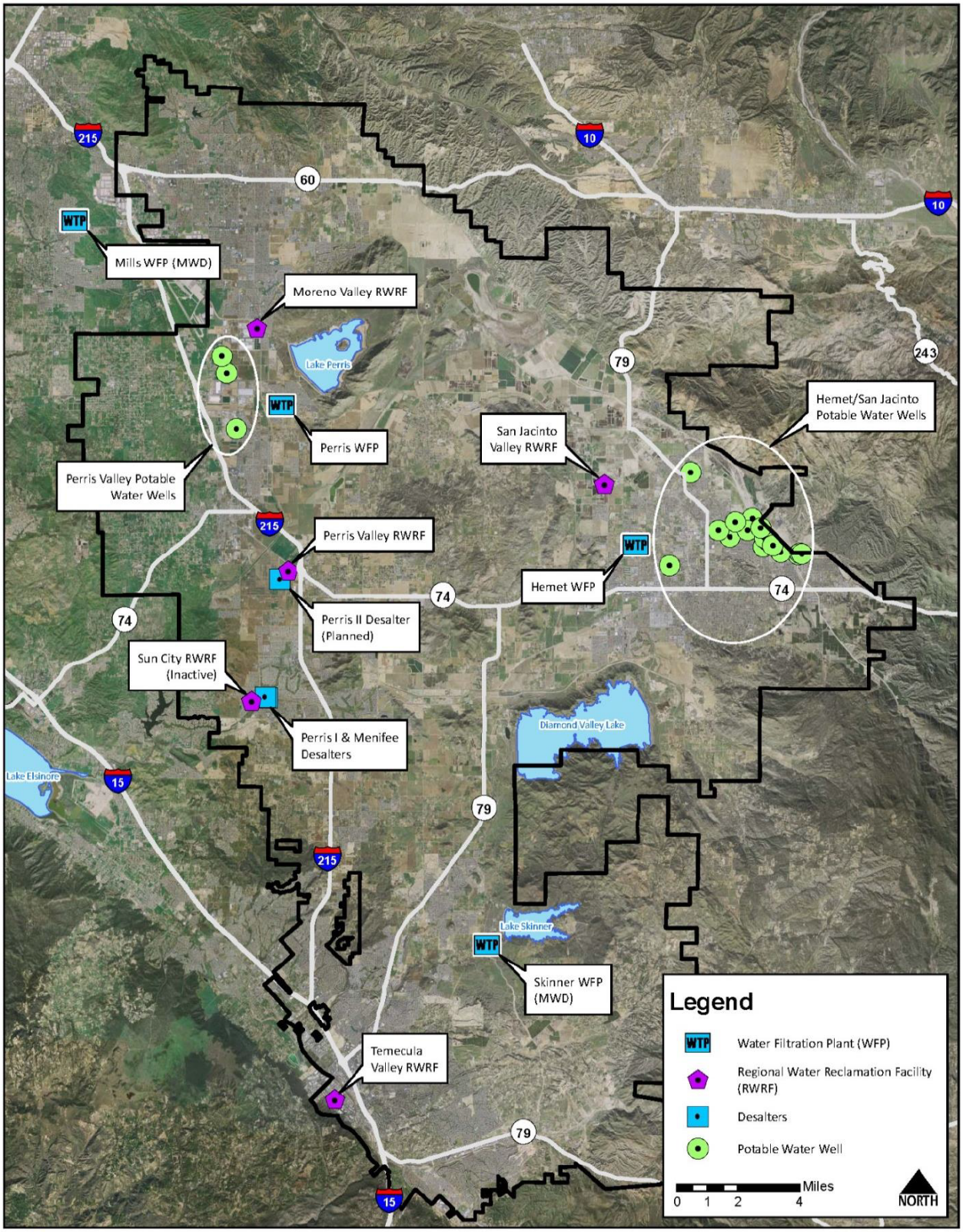
In an effort to reduce dependency of imported water from MWD and increase overall system reliability, EMWD has developed several programs to take advantage of local resources. High-quality groundwater is a source of water for local customers within the Hemet/San Jacinto area, as well as a limited area in Moreno and Perris Valley. EMWD also operates two desalination facilities (with a third in design) to take advantage of a region of brackish groundwater located within its service area. The product water from the desalination facilities is fed into the EMWD's potable distribution system.

4.16.2.1.g Groundwater

Past Groundwater Extraction
Historic groundwater extractions by EMWD are documented in **Table 4.16-2**. The majority of EMWD's groundwater is extracted from the Hemet/San Jacinto area, with the remainder coming from the area covered by the WSJ Management Plan. The general location of wells and desalination facilities are shown in **Figure 4.16-1, *Location of Supply Sources***.

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Figure 4.15-1
Location of Supply Sources



Source: WSA (**Appendix O**)

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Projected Groundwater Extraction

EMWD's projected groundwater supplies are shown in **Table 4.16-3**. Groundwater produced from the Hemet/San Jacinto area is adjudicated by the Hemet-San Jacinto Watermaster. For 2018, EMWD has a base production right of 7,469 AF. This will step down annually to a long-term base production right of 7,303 AF. Any pumping above the base production right will be subject to replenishment fees or offset by groundwater recharge. Groundwater production outside the Hemet/San Jacinto area is not restricted and includes EMWD's wells located in Moreno Valley and North Perris, as well as the wells feeding EMWD's desalter system. The general locations of the facilities shown in **Figure 4.16-1**, are anticipated to remain consistent for the foreseeable future.

Analysis of the Sufficiency of Groundwater

Protecting the groundwater supply available to EMWD is an important part of the District's planning efforts. EMWD is actively working with other agencies and groups to ensure that groundwater will continue to serve as a reliable water resource in the future. This effort includes the replacement of groundwater extracted beyond a given basin's safe yield.

EMWD extracts groundwater within its service area under the HSJ and WSJ Management Plans. Under the HSJ Management Plan, imported water will be recharged in the Hemet/San Jacinto area to support groundwater extractions, while pumping in the WSJ area will remain relatively constant.

The groundwater produced by EMWD is allocated towards meeting existing demands. Although the planned expansion of the District's desalination facilities will provide an additional supply of water, the amount will not be sufficient to accommodate the proposed growth within the District's service area.

The majority of the increased water demand created by the Project will be met by increasing the use of imported water from MWD, recognizing the conditions of approval outlined in the *WSA*.

4.16.2.1.h Recycled Water

Recycled water is used extensively in EMWD's service area in place of potable water. This offset to municipal demand comes from recycled water used to irrigate landscape and for industrial purposes. The majority of EMWD's agricultural customers also use recycled water, in some cases, in lieu of groundwater production.

EMWD's recycled water supply will expand as the population within EMWD's service area continues to grow. EMWD currently uses all of its recycled water and is limited only by the amount available to serve during peak demands and by system losses. EMWD stores recycled water during low demand periods and does not discharge recycled water. The District anticipates that this will continue even as the supply grows via programs to retrofit additional landscape customers currently using potable water and future indirect potable recharge.

4.16.2.1.i Water Use Efficiency Measures

The Water Conservation Act of 2009 (SBx7-7) set a requirement for water agencies to reduce their per capita water use by the year 2020. The overall goal is to reach a statewide reduction of per capita urban water use of 20 percent by December 31, 2020, with an intermediate 10 percent reduction by December 31, 2015. Demand reduction can be achieved through both conservation and the use of recycled water as a potable demand offset.

EMWD's conservation effort primarily utilizes three methodologies:

1. Budget Based Tiered Rates – EMWD implemented a tiered rate billing structure for its residential and landscape customers in April of 2009. Customers are provided an allocation for reasonable water use and are required to pay a higher rate for water use over their allocated limit. A study by the University of California, Riverside showed that budget based rates reduced demand from existing residential customers by 15 percent;
2. Water Use Efficiency Requirements for New Development – These requirements focus on the installation of lower water use landscape and interior fixtures. Water use efficiency is mandated statewide through existing ordinances, plumbing codes, and legislation. To enforce water use efficiency, EMWD has lowered the water budget allocations for new developments. Any residential or dedicated landscape account installed after January 1, 2011, has an outdoor budget allocation based on only 70 percent of evapotranspiration (ET) and non-functional turf is prohibited. Similar accounts installed after April 2015, have an outdoor budget allocation that is reduced to 50 percent of ET. As of January 2018, accounts with an outdoor budget allocation of 100 percent of ET have been reduced to 80 percent of ET; and
3. Active Conservation Program – EMWD implements a variety of water use efficiency programs that encourage the replacement of inefficient devices and includes monetary rebates, distribution, and direct installation programs.

In addition to these outlined conservation efforts, EMWD continues to expand its recycled water system to offset potable demand.

4.16.2.1.j Local Resources Documentation

Written Contracts or Other Proof

The following is a list of documents related to EMWD's local water supply:

- EMWD 2015 Urban Water Management Plan (June 2016): EMWD's 2015 Urban Water Management Plan is included as Appendix A of the Palomar Crossings Project WSA. This plan supplies additional information on EMWD, its service area, water management, and supply capabilities.
- Hemet/San Jacinto Groundwater Management Area – 2017 Annual Report (June 2018): This annual report contains detailed information on the history and progress of groundwater management and the groundwater monitoring program in the Hemet/San Jacinto area. This report can be found on EMWD's website.
- Hemet/San Jacinto Groundwater Management Area – Water Management Plan: This plan was developed by stakeholders in the Hemet/San Jacinto area to provide a foundation to

guide and support responsible water management into the future. The plan was finalized in 2007.

- West San Jacinto Groundwater Management Area – 2019 Annual Report (June 2018): This annual report contains detailed information on the history and progress of groundwater management and the groundwater monitoring program in the West San Jacinto area (including Perris and Moreno Valley). This report can be found on EMWD's website.

With respect to EMWD's ownership and use of reclaimed/recycled water, the California Water Code, Section 1210 states:

> "*The owner of a wastewater treatment plant operated for the purpose of treating wastes from a sanitary sewer system shall hold the exclusive right to the treated wastewater as against anyone who has supplied the water discharged into the wastewater collection and treatment system, including a person using water under a water service contract, unless otherwise provided by agreement.*"

With respect to the Water Use Efficiency Ordinance that will result in additional supplies through conservation:

- The County of Riverside Board of Supervisors approved an update to Ordinance Number 859 on October 20, 2009, requiring water efficient landscaping in any new development requiring a permit.
- EMWD's Administrative Code requires water efficient landscaping in new developments and water efficiency by all customers. The efficiency is enforced through allocation based tiered rates. EMWD's Administrative Code can be found on EMWD's website (www.emwd.org).

EMWD's Capital Improvement Plan

EMWD maintains and periodically updates a comprehensive Water Facilities Master Plan (WFMP). This working plan defines water supplies, transmission mains, and storage facilities required for the accommodation of projected growth within EMWD. On a yearly basis, a five-year Capital Improvement Plan (CIP) is prepared, which is based on a further refinement of the WFMP. The CIP outlines specific projects and their funding source. Each project is also submitted individually to the EMWD Board of Directors for authorization and approval. This allows EMWD to accurately match facility needs with development trends. Financing information for the desalter plant construction, expansion of the regional water reclamation facilities, and well replacement can also be found in the CIP.

Federal, State and Local Permits Needed for Construction

As part of EMWD's CIP, an Environment Review Committee (Committee) has been established. This Committee, made of representatives from the Engineering, Water Supply Planning, Groundwater Management and Facilities Planning, and Environmental and Regulatory Compliance Departments, discuss each project and the steps needed to comply with regulatory requirements. EMWD works with various government agencies, including the United States Department of Fish and Wildlife, the United States Army Corps of Engineers, the California Department of Public Health, the California Division of Drinking Water, the California State Water Resources Board, the California Air Quality management District, and the California

Department of Fish and Game to obtain permits when necessary. The Engineering Department procures additional construction permits on a case-by-case basis. EMWD has already, or is in the process of, obtaining Environmental Impact Reports or other environmental documents necessary for desalter construction, expansion of regional water reclamation facilities, and well replacements. Any necessary permits secured by EMWD are kept on file at the District's headquarters facility.

Regulatory Approvals

The California Division of Drinking Water (DDW) has issued a system-wide permit for EMWD's water supply system. EMWD's Environmental and Regulatory Compliance Department conforms to specific regulations and obtains any additional necessary approvals. As new facilities are constructed by EMWD, they are subject to inspection and testing by regulatory agencies and the DPH permit is amended.

4.16.2.1.k Demands

Demand Projections

EMWD's primary retail customers for potable/raw water can be divided into residential, commercial, industrial, institutional, and landscape sectors. The residential sector is EMWD's largest customer segment; however, each sector plays a role in the growth and development of EMWD's service area. The historic and projected customer distribution and water use by the various potable/raw retail customer types are shown below in **Table 4.16-4, *Retail Potable/Raw Customer Account Distribution,*** and **Table 4.16-5, *Retail Potable/Raw Water Deliveries by Customer Type (2005-2040)***.

Table 4.16-4
Retail Potable/Raw Customer Account Distribution

	Actual Accounts			Projected Accounts				
Use Type	**2005**	**2010**	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**
Single Family	114,100	129,400	136,200	154,300	173,600	193,200	212,000	230,500
Multi-Family	1,000	4,300	4,300	4,900	5,500	6,100	6,800	7,300
Commercial	1,500	2,100	2,600	3,000	3,300	3,700	4,100	4,400
Industrial	100	100	200	200	200	200	200	300
Institutional	40	500	500	600	700	800	900	900
Landscape[1]	1,500	2,200	2,800	2,200	2,200	2,200	2,200	2,100
Agriculture	200	100	700	700	700	700	700	700
Total	118,440	138,700	147,300	165,900	186,200	206,900	226,900	246,200

Source: *WSA*, (**Appendix O**)
[1] Landscape accounts are projected to remain constant or decrease over time due to anticipated conversion to recycled water.

Table 4.16-5
Retail Potable/Raw Water Deliveries by Customer Type (2005-2040)

	Actual Deliveries - AF			Projected Deliveries – AF[2]				
Use Type[1]	**2005**	**2010**	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**
Single Family	62,300	54,000	45,700	64,800	72,900	81,100	89,000	96,800
Multi-Family	5,500	6,100	5,800	8,300	9,300	10,300	11,400	12,300
Commercial	3,900	4,200	4,600	6,500	7,300	8,100	8,900	9,700
Industrial	400	400	300	400	400	500	500	600
Institutional	2,900	2,300	2,000	3,000	3,300	3,700	4,100	4,400
Landscape[3]	7,500	8,900	7,700	7,500	7,500	7,500	7,500	7,300
Agriculture (Potable)	2,400	1,800	1,900	1,900	1,900	1,900	1,900	1,900
Agriculture (Raw)	100	500	900	1,000	1,000	1,000	1,000	1,000
Total	**85,000**	**78,200**	**68,900**	**93,400**	**103,600**	**114,100**	**124,300**	**134,000**

Source: *WSA*, (**Appendix O**)
[1] Figures do not include system Losses.
[2] Passive water savings due to restrictions outlined in the Administrative Code are included in the demand projections.
[3] Landscape demands remain constant or decrease over time as landscape accounts are offset by conversion to the recycled water system.

EMWD also provides wholesale water service to a number of sub-agencies, serves recycled water, and imports water for recharge purposes. These demands, along with system losses, are shown in **Table 4.16-6, *Wholesale Deliveries to Other Agencies (2005 – 2040)*** and **Table 4.16-7, *Other Water Uses (2005 – 2040)***.

Total demands are shown in **Table 4.16-8, *Summary of System Water Demands (2005 – 2040)***.

Table 4.16-6
Wholesale Deliveries to Other Agencies (2005-2040)

	Actual Deliveries			Projected Deliveries – AF				
Agency	**2005**	**2010**	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**
City of Hemet	100	0	0	0	0	0	0	0
City of Perris	1,900	1,700	1,500	1,800	1,900	2,000	2,100	2,200
City of San Jacinto	0	0	0	0	0	0	0	0
Lake Hemet MWD[1]	100	1,300	4,300	4,700	5,100	5,500	5,900	6,300
Nuevo Water Co.	800	600	200	400	500	600	600	700
Murrieta Div. (WMWD)	100	1,600	700	2,500	3,900	5,200	6,500	7,900
Rho CA Water	26,300	21,900	15,000	33,600	35,200	36,900	38,600	40,200
HSJ Watermaster[2]	0	0	0	7,500	7,500	7,500	7,500	7,500
Total	29,300	27,100	21,700	50,500	54,200	57,700	61,200	64,800

Source: *WSA*, (**Appendix O**)
[1] Deliveries to Lake Hemet Municipal Water District may include non-potable supplies used to meet agricultural demand or may be in the form of recharge managed through the Hemet/San Jacinto Water Management Plan.
[2] Deliveries to the Hemet-San Jacinto Watermaster will support groundwater recharge activities under the Hemet/San Jacinto Water Management Plan.

Table 4.16-7
Other Water Uses (2005-2040)

	Actual Use - AF			Projected Use – AF				
Category	**2005**	**2010**	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**
Recycled Water[1,2]	32,600	28,200	46,100	46,900	53,100	55,200	57,400	58,900
Recharge Water[2]	7,000	0	0	0	0	0	0	0
Other/System Losses[3]	7,700	8,400	9,100	7,100	7,900	8,800	9,700	10,500
Total	47,300	36,600	55,200	54,000	61,000	64,000	67,100	69,400

Source: *WSA*, (**Appendix O**)
[1] Recycled water projections include recycled water that is delivered to sub-agencies.
[2] Recycled water totals may include brackish groundwater used to supplement the recycled water system during high demand months.
[3] Total recharge water does not include water that is wholesaled to the Hemet/San Jacinto Watermaster for recharge purposes (totals are shown in Table 4.16-7.
[4] Included real and apparent losses for retail and wholesale system, unbilled, authorized consumption, etc.

Table 4.16-8
Summary of System Water Demands (2005-2040)

	Actual Demands - AF			Projected Demands - AF				
Category	**2005**	**2010**	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**
Retail Demands	85,000	78,200	68,900	93,400	103,600	114,100	124,300	134,000
Wholesale Demands	29,300	27,100	21,700	50,500	54,100	57,700	61,200	64,800
Other Water Uses[1]	47,300	36,600	55,200	54,000	61,000	64,000	67,100	69,400
Total	161,600	141,900	145,800	197,900	218,700	235,800	252,600	268,200

Source: *WSA*, (**Appendix O**)
[1] Includes retail and wholesale recycled water demands.

4.16.2.1.I Evaluation of Supply and Demand

Supply and Demand Evaluation under Historic Conditions

EMWD's 2015 UWMP includes estimates of EMWD's demand during average, single and multiple dry years. The estimates for EMWD's retail system are documented in **Table 4.16-9, *Retail Normal Year Supply and Demand Comparison (AF)***, **Table 4.16-10, *Retail Single-Dry Year Supply and Demand Comparison***, and **Table 4.16-11, *Retail Multiple-Dry Years Supply and Demand Comparison (AF)***, are taken directly from the *2015 UWMP*. Similar estimates for EMWD's wholesale system are shown in **Table 4.16-12, *Wholesale Normal Year Supply and Demand Comparison (AF)***, **Table 4.16-13, *Wholesale Single-Dry Year Supply and Demand Comparison***, and **Table 4.16-14, *Wholesale Multiple-Dry Years Supply and Demand Comparison (AF)***. More details on this analysis can be found in Section 7.6 (Supply and Demand Assessment) of the *2015 UWMP*.

Table 4.16-9
Retail Normal Year Supply and Demand Comparison (AF)

	2020	2025	2030	2035	2040
Supply Totals	145,745	159,834	172,917	185,800	197,800
Demand Totals	145,745	159,834	172,917	185,800	197,800
Difference	**0**	**0**	**0**	**0**	**0**

Source: *WSA*, (**Appendix O**)

Table 4.16-10
Retail Single-Dry Year Supply and Demand Comparison (AF)

	2020	2025	2030	2035	2040
Supply Totals	166,300	182,400	197,400	212,000	225,700
Demand Totals	166,300	182,400	197,400	212,000	225,700
Difference	**0**	**0**	**0**	**0**	**0**

Source: *WSA*, (**Appendix O**)

Table 4.16-11
Retail Multiple-Dry Years Supply and Demand Comparison (AF)

		2020	2025	2030	2035	2040
First Year	Supply Totals	166,300	182,400	197,400	212,000	225,700
	Demand Totals	166,300	182,400	197,400	212,000	225,700
	Difference	**0**	**0**	**0**	**0**	**0**
Second Year	Supply Totals	142,500	155,400	167,400	179,000	190,100
	Demand Totals	142,500	155,400	167,400	179,000	190,100
	Difference	**0**	**0**	**0**	**0**	**0**
Third Year	Supply Totals	149,500	162,700	175,100	186,900	198,600
	Demand Totals	149,500	162,700	175,100	186,900	198,600
	Difference	**0**	**0**	**0**	**0**	**0**

Source: *WSA*, (**Appendix O**)

Table 4.16-12
Wholesale Normal Year Supply and Demand Comparison (AF)

	2020	2025	2030	2035	2040
Supply Totals	52,156	58,866	62,883	66,800	70,400
Demand Totals	52,156	58,866	62,883	66,800	70,400
Difference	**0**	**0**	**0**	**0**	**0**

Source: *WSA*, (**Appendix O**)

Table 4.16-13
Wholesale Single-Dry Year Supply and Demand Comparison (AF)

	2020	2025	2030	2035	2040
Supply Totals	58,500	66,200	70,700	75,200	79,300
Demand Totals	58,500	66,200	70,700	75,200	79,300
Difference	**0**	**0**	**0**	**0**	**0**

Source: *WSA*, (**Appendix O**)

Table 4.16-14
Wholesale Multiple-Dry Years Supply and Demand Comparison (AF)

		2020	2025	2030	2035	2040
First Year	Supply Totals	58,500	66,200	70,700	75,200	79,300
	Demand Totals	58.500	66,200	70,700	75,200	79,300
	Difference	**0**	**0**	**0**	**0**	**0**
Second Year	Supply Totals	48,500	54,700	58,200	61,700	64,900
	Demand Totals	48,500	54,700	58,200	61,700	64,900
	Difference	**0**	**0**	**0**	**0**	**0**
Third Year	Supply Totals	52,000	57,400	61,100	64,600	68,000
	Demand Totals	52,000	57,400	61,100	64,600	68,000
	Difference	**0**	**0**	**0**	**0**	**0**

Source: *WSA*, (**Appendix O**)

EMWD's *2015 UWMP* discusses the supply reliability for EMWD during dry years. It is anticipated that the majority of water for future development will be supplied by imported water from MWD during single dry years. Typically, MWD does not place imported water limits on a member agency but predicts the future water demand based on regional growth information. The 2015 UWMP – MWD shows that MWD would have the ability to meet all of its member agencies' project supplemental demand through 2040, even under a repeat of historic drought scenarios.

Contingency Planning

EMWD maintains a Water Shortage Contingency Plan (WSCP) that aims to reduce demand during water shortage using significant penalties for wasteful water use. EMWD's WSCP details demand reductions for several stages of shortage through a 50 percent or greater reduction. Additional information about contingency planning is included in Chapter 8 of EMWD's 2015 UWMP. The WSCP was last updated on January 20, 2016, and is located in Title 5, Article 10 of the EMWD Administrative Code, which is available on EMWD's website (www.emwd.org).

Effective as of the April 2019 release of the *WSA*, EMWD was in Stage 2 of the WSCP in response to improved statewide water supply conditions and the declared end of the drought

emergency.

4.16.2.2 Wastewater

As depicted on the *Menifee North Specific Plan No. 260, Amendment No. 2, Substantial Conformance No. 1* (*SP 260S1)* - Master Sewer Plan (Figure III-8) there is an existing EMWD 18" Backbone AD No. 5 and AD No. 7 Sewer Main located in Case Road, approximately one-quarter (¼) mile (as the crow flies) southwest of the Project site. This sewer main connects to a 15" Backbone AD No. 5 and AD No. 7 Sewer Main located in McLaughlin Road (unimproved, dirt, ROW) that extends east past Briggs Road.

Implementation of the proposed Project would require installation of a system to collect wastewater for treatment at a centralized system. Since EMWD is the regional wastewater collection and treatment agency for the Project area, the future onsite wastewater will be delivered to existing EMWD Wastewater Treatment Facilities located to the northwest of the Project site, specifically, the Perris Valley Regional Water Reclamation Facility (PVRWRF).

For the purposes of transmission, treatment, and disposal of wastewater, the EMWD is divided into five sewer service areas: Hemet/San Jacinto, Moreno Valley, Sun City, Temecula Valley, and Perris Valley. Each service area is served by a single regional water reclamation facility (RWRF), for which methods of treatment vary. The facilities are linked through a network of 1,790 miles of pipeline and 46 active lift stations are capable of treating 69 million gallons per day (MGD) of wastewater (currently treating 43 to 46 MGD) and serve an existing population of approximately 816,000 people (approx. 239,000 customer accounts).

The system also includes two (2) water filtration facilities (Henry J. Mills Filtration Plant; Robert A. Skinner Filtration Plant), two (2) desalination facilities (Menifee Desalter; Perris I Desalter; Perris II Desalter scheduled post 2020) and uses 100% of the treated wastewater for beneficial purposes.

EMWD is responsible for all wastewater collection and treatment in its service area. It has four operational regional water reclamation facilities (RWRF's) including 1) San Jacinto Valley RWRF, 2) Moreno Valley RWRF, 3) Temecula Valley RWRF, and 4) PVRWRF. The Sun City RWRF is inactive with all flows being diverted to the recently expanded (April 2014) Perris Valley RWRF.

Inter-connections between the local collection systems serving each treatment plant allow for operational flexibility, improved reliability, and expanded deliveries of recycled water. All of EMWD's RWRFs produce tertiary effluent, suitable for all Department of Health Services permitted uses, including irrigation of food crops and full body contact.

The four operational RWRFs have a combined wastewater treatment capacity of 81,800 acre-feet per year (AFY), and in 2015 collected a total of 48,665 acre-feet (AF) of wastewater, as summarized below in **Table 4.16-15, *Regional Water Reclamation Facilities (RWRF's) Treatment Capacity (AFY) and Volumes (AF)***.

Table 4.16-15
Regional Water Reclamation Facilities (RWRF's) Treatment Capacity (AFY) and Volumes (AF)

Facility[1]	2015 Treatment Capacity (AFY)	2015 Volumes				
		Wastewater (AF)				
		Collected[2] (AF)	Treated[2] (AF)	Treatment Level	Recycled (AF)[3,4,5]	
					Within Service Area	Outside Service Area
San Jacinto Valley	15,700	7,382	6,884	Tertiary	5,157	-0-
Moreno Valley	17,900	12,389	11,554	Tertiary	8,656	-0-
Temecula Valley	20,200	15,088	14,071	Tertiary	10,542	-0-
Sun City (Inactive)	--	--	--		--	--
Perris Valley	28,000	13,906	12,876	Tertiary	9,646	-0-
Total	**81,800**	**48,665**	**45,385**	Tertiary	**34,001**	**-0-**

Source: Chapter 6, System Supplies, Tables 6-7, 6-8 & 6-9, *2015 UWMP*, pp. 6-17 to 6-20

[1] All four of EMWD's RWRF's are connected through EMWD's regional recycled water system with one discharge point (Reach 4 Dissipater).

[2] Figures for "Collected" and "Treated" differ due to losses occurring during the treatment process.

[3] Because all four RWRF's are connected through one regional recycled water system, it is not possible to distinguish the volume of water recycled from each individual facility. Volumes recycled from each facility in the table were estimated based on the proportion of wastewater collected and treated at each plant compared to the total volume of wastewater treated.

[4] The balance between the total "Wastewater Treated" and the total volume "Recycled within Service Area" represents EMWD's system losses (such as storage pond evaporation and incidental recharge).

[5] Recycled water sold to RCWD and EVMWD is included in the total volume recycled within EMWD's service area and not reported separately in DWR Table 6-3 for wholesale. Recycled water deliveries to wholesale customers are distinguished from retail sales in DWR Table 6-4.

As indicated in **Table 4.16-15**, above, the combined four active RWRF's, on the whole, are operating at approximately 55% of capacity (45,385 AF Treated ÷ 81,800 AFY Capacity = ±55%). Individually, the RWRF's are operating at 44% to 70% of existing capacity levels (San Jacinto RWRF at 44%; Temecula Valley RWRF at 70%). It is noted, the TVRWRF is currently being expanded.

Alternatively, typical daily wastewater flows for the four active RWRF's relative to current and ultimate capacities during FY 2015/2016 are summarized below in **Table 4.16-16, *Regional Water Reclamation Facilities (RWRF's) Typical Daily Flows/Current Capacity/Ultimate Capacity – Million Gallons Per Day (MGD)***.

Table 4.16-16
Regional Water Reclamation Facilities (RWRF's) Typical Daily Flows/Current Capacity/Ultimate Capacity Million Gallons Per Day (MGD)

Facility	Level of Treatment	Typical Daily Flow (MGD)	Current Capacity (MGD)	Ultimate Capacity (MGD)
San Jacinto Valley	Tertiary	7	14	27
Moreno Valley	Tertiary	10.6(1)	16	41
Temecula Valley	Tertiary	14	18(2)	28
Sun City (Inactive)	--	--	--	--
Perris Valley	Tertiary	13.8	22	100
Total		**45.4**	**70**	**196**

Source: EMWD.org /services/wastewater-service/treatment-process (includes links to the individual RWRF's information summary factsheets, dated October 2016)

1 10.6 MGD with the ability to divert about 2 MGD to the Perris Valley RWRF.

2 Current capacity at 18 MGD with Expansion Project Capacity of 23 MGD (expansion underway; to be completed 2020).

Sewer flows generated by the proposed Project will ultimately be treated and disposed of by EMWD's existing PVRWRF. Centrally located in the EMWD service area, the PVRWRF is the largest of the four operating plants. The plant produces tertiary-treated water and can store more than 2 billion gallons of recycled water for use by surrounding agricultural customers.

PVRWRF receives sewage from a 120-square-mile area surrounding Perris, Menifee, Romoland, Homeland, Winchester, and beyond. The facility is located on approximately 300 acres just west of Interstate-215, and south of Case Road.

In March 2014, EMWD completed the most recent expansion of the PVRWRF. With an ultimate capacity of 100 MGD, the facility is poised to meet the current and future demands of the region as well as help to meet the increasing demand for recycled water throughout EMWD's service area.

Before the expansion, its capacity was 14 MGD and typical daily flows were 13.8 MGD. The $180 million expansion took seven years to complete and is the largest capital improvement project in EMWD's 64-year history.

The most recent expansion allows EMWD to not only meet the projected demands of anticipated development in the region, but also to meet more stringent environmental requirements for wastewater treatment and recycled water quality.

4.16.2.3 Recycled Water

EMWD is widely viewed as an industry leader in recycled water and currently uses 100 percent of its recycled water supply for beneficial use within its 555-square mile service area. EMWD is one of the largest by-volume recyclers in the nation and one of the few agencies that achieves 100 percent beneficial reuse, a strategic objective established by the EMWD Board of Directors.

EMWD currently treats approximately 43 to 46 MGD of wastewater (effluent) at its four active RWRFs. The District's goal is to reuse 100% of the water from the treatment plants and offer

recycled water for sale to customers within the District's service area in order to reduce the reliance on MWD imported water supply and local groundwater supplies.

In 2018, approximately 46,991 AF or 100% of the total recycled water produced, was sold to customers. Furthermore, due to investment and expansion in the recycled water infrastructure, between 2008 and 2018 the amount of recycled water as a percentage of supply increased, as shown below in **Table 4.16-17, *Recycled Water as a Percentage of Total Water Supply 2008 and 2018***.

Table 4.16-17
Recycled Water as a Percentage of Total Water Supply 2008 and 2018

Water Supply Source	2008	2018
MWD (Imported Water)	56%	51%
Recycled Water	29%	34%
Local Groundwater	13%	10%
Desalinated Groundwater	2%	5%
Total Water Supply	**100% (155,731 AF)**	**100% (138,099 AF)**

Source: Introductory Section, Water Supply and Reliability, EMWD Comprehensive Annual Financial Report for the Fiscal Year 2018.

EMWD began marketing recycled water to local farmers for irrigation of feed and fodder crops in 1966. In 1991, EMWD received funding through the United States Bureau of Reclamation to develop a recycled water backbone pipeline system, which greatly expanded its ability to deliver recycled water to a growing customer base. In the past decade, EMWD has received more than $10 million in Bureau of Reclamation Title XVI funding to further expand its recycled water distribution and storage infrastructure.

Recycled water plays an important role in EMWD's goal of developing a drought-proof and sustainable water supply. Currently, EMWD has the ability to store more than 2 billion gallons of recycled water, an amount equal to three to four months' worth of supply.

As of 2015, the EMWD Recycled Water System consisted of the four (4) active regional water reclamation facilities (RCWFs), ten (10) separate recycled water storage ponds in various locations (with a 2 billion gallon tertiary surface storage water capacity), eight (8) recycled water pump stations, five (5) recycled water tanks, and 219 miles of recycled water pipeline.

EMWD's recycled water production is currently delivered for use on agricultural crops, recreational uses, golf courses, parks, schools, homeowners association landscaping, industrial facilities, public landscaping, and for environmental enhancement of wetland areas. It is noted, EMWDs recycled water program does not include use at a residential customer's home.

The majority of the recycled water sold is used for agricultural purposes but sales to municipal customers is increasing rapidly according to EMWD as expanding residential and urban development replaces irrigated farmland. Agricultural use of recycled water is projected to decrease as more agricultural land is converted to suburban residential use.

EMWD has invested nearly $200 million in infrastructure improvements on its recycled water system over the past twenty years with another $154 million anticipated to be invested in projects set to break ground over the next five years (between FY 2016/2017 and FY 2021/2022).

In July 2017, the District received $95.3 million in funding from the State Water Resources Control Board (State Board) to fund the Districts $120 million Recycled Water Supply Optimization Project, which includes the Trumble Road and Case Road projects, as well as the Temecula Valley RWRF Expansion Project summarized in **Table 4.16-18, *Temecula Valley RWRF Expansion Project***.

Table 4.16-18
Temecula Valley RWRF Expansion Project

Project	Date	Cost	Summary
Recycled Water Storage Pond Expansion and Optimization – Trumble Road & Case Road Project	March 2016	$14.1 M	In March 2016, construction started on the Recycled Water Storage Pond and Optimization project at Trumble Road and Case Road in Perris. This project will expand existing storage facilities at both the Trumble Road location (adjacent to the District's Main Office) and the Case Road location (at the Perris Valley RWRF. Construction at the Trumble Road site will add approximately 900 AF of storage to the existing 900 AF of storage bring the total storage at this facility to 1,800 AF. The Case Road Pond Recycled Water Pump Station will have a total capacity of 4,000 gallons per minute (GPM). Additional improvements include upgraded piping and mechanical and electrical systems to optimize future operations. The project will expand winter recycled water storage to meet summer peak demands. Total project cost is $14.1 million with a scheduled completion date of October 2017.
Temecula Valley RWRF (TVRWRF) Expansion Project	2016	$99.2 M	The TVRWRF Expansion Project began in 2016 and is scheduled for completion in 2020. The project will increase the wastewater treatment capacity by 5 MGD, from the existing 18 MGD to 23 MGD. The increased capacity is needed to accommodate growth in the region. The expansion includes new primary, secondary, tertiary, solids handling & effluent pumping facilities and storage. The $99.2 M cost is the largest single project expenditure in the 2016-2021 Capital Improvement Program (CIP).
Accelerated Retrofit Program	Start: Oct 2015; End: Oct 2016	$1.6 M	Program to convert facility-adjacent landscape irrigation sites from potable to recycled water. Participants were identified for the project based on a previous study that examined parks, schools, streetscapes and other high volume landscape users adjacent to existing recycled water infrastructure that had yet to be retrofitted and connected to the system, and sites that could be retrofitted without the need for extended pipelines, additional storage, or booster capacity. Six governmental & two private organizations participated including the Valley Wide Recreation & Park District, Menifee USD, City of Hemet, City of San Jacinto, Mt. San Jacinto College, the Oasis Community HOA, and the Menifee Valley Medical Center. In October 2016, within one year of project kickoff, the program was completed with over 400 AF converted from potable to recycled water. The project was authorized by the District Board for $2.2 million in funding but actually incurred only $1.6 million of costs of which $400,000 was funded by MWD.

Source: Eastern Municipal Water District Comprehensive Annual Financial Report pp. 11 & 12; EMWD Capital Improvement Program Update, Power Point Presentation, prepared by Joe Mouawad, P.E., dated November 9, 2016; *CIP Update*

EMWD currently provides recycled water service to approximately 10,000 acres of agriculture throughout its service area. But with significant urban development anticipated in the coming decade, the District has initiated succession plans for its expected surplus of recycled water.

In addition to conditioning some new development to use recycled water on common-area and public landscaping areas, EMWD is in the early stages of planning an Indirect Potable Reuse (IPR) project. This would include advanced treatment after the reclamation process, followed by groundwater recharge of the advanced treated recycled water. That water would be used to recharge local groundwater basins and eventually extracted for drinking water purposes, creating a sustainable and locally-sourced water supply for the region.

If available, the Project may incorporate recycled water for landscape irrigation, which helps reduce strain on environmental resources. The Project may use recycled water for irrigation of common area landscaping, open space, parkways, and roadside landscaping adjacent to public roads.

If recycled water infrastructure is available, the Project may opt to incorporate this utility to augment landscape irrigation. Recycled water is available through EMWD via an application process. This recycled water infrastructure is controlled by EMWD. If feasible, an application process would be initiated with EMWD to incorporate recycled water infrastructure into the project design. This process would occur after the approval of TR 37131 and be completed prior to final map approval.

To provide recycled water, EMWD will require proof of permits through Regional Board and CDPH, as appropriate, from the entity responsible for the landscape maintenance and irrigation where the water is used (e.g., park district, transportation department, owner's association).

4.16.2.4 Electric Power

Southern California Edison (SCE) provides electricity service to approximately 180 cities in 15 counties in central, coastal and Southern California; including the Project site. According to the California Energy Commission (CEC), SCE consumed approximately 84,291.608168 GWh of electricity in 2017; which is approximately 28.8% of the State's total electricity usage.

4.16.2.5 Natural Gas

The Southern California Gas Company (SCG) is the nation's largest natural gas distribution utility, providing service to 21.8 million customers in 220 cities and 12 counties from San Luis Obispo to the Mexican border; including service to the project site. SCG owns and operates 3,526 miles of transmission pipelines, 49,715 miles of distribution pipelines and 48,888 miles of service lines. SCG also operates eleven transmission compressor stations and four underground storage facilities with a combined capacity to store 134.1 billion cubic feet of natural gas.

4.16.2.6 Telecommunications Facilities

Telephone service to the Project site and the greater City of Menifee is provided by Verizon. Verizon is a private company that provides connection to the communication system on an as needed basis.

4.16.2.7 Regulatory Setting

4.16.2.7.a Federal

In 1972, the Federal Water Pollution Control Act (Clean Water Act) was amended to prohibit the discharge of pollutants to waters of the United States unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The Clean Water Act focused on tracking point sources, primarily from wastewater treatment facilities and industrial waste dischargers, and required implementation of control measures to minimize pollutant discharges. The Clean Water Act was amended again in 1987, adding Section 402(p), to provide a framework for regulating municipal and industrial stormwater discharges. In November 1990, the U.S. Environmental Protection Agency published final regulations that establish application requirements for specific categories of industries, including construction Projects that encompass greater than or equal to five acres of land. The Phase II Rule became final in December 1999, expanding regulated construction sites to those greater than or equal to one acre.

The regulations require that stormwater and non-stormwater runoff associated with construction activity, which discharges either directly to surface waters or indirectly through municipal separate storm sewer systems (MS4s), must be regulated by an NPDES permit.

4.16.2.7.b State

<u>California Water Quality Laws</u>

Under California law, the State Board and nine Regional Water Quality Control Boards (RWQCB) are responsible for implementing the Federal Clean Water Act (CWA) and the California Porter-Cologne Water Quality Control Act (Porter- Cologne Act). The Porter-Cologne Act, California Water Code section 13000 et seq., directs each RWQCB to develop a Water Quality Control Plan (Basin Plan) for all areas within its region. The Basin Plan is the basis for each RWQCB's regulatory programs. The proposed project is located within the purview of the Santa Ana RWQCB (Region 8) and must comply with applicable elements of the region's Basin Plan, as well as other requirements of the Porter- Cologne Act.

<u>AB 1881 – Model Water Efficient Landscape Ordinance 2006</u>

Assembly Bill (AB) 1881, the Water Conservation in Landscaping Act was passed by the California legislature in 2006. AB 1881 requires the California Department of Water Resources (DWR) to update the California Model Landscape Ordinance established through AB 325 in accordance with specified requirements, reflecting many of the recommendations from the AB 2717 Task Force.

Under AB 1881, local agencies were required to adopt the updated Model Ordinance (or a stricter local landscape ordinance) by 1/1/2010. The Model Ordinance establishes a formal structure for planning, designing, installing, maintaining, and managing water efficient landscapes in new construction and rehabilitated projects and establishes provisions for water management practices and water waste prevention on existing landscapes.

20x2020 Water Conservation Plan (SBx7-7)

The 20x2020 Water Conservation Plan, issued by the DWR in 2010 pursuant to the Water Conservation Act of 2009 (SBX7-7), established a water conservation target of 20 percent reduction in water use by 2020 compared to 2005 baseline use.

Recycled Water Policy

The Recycled Water Policy issued by the SRWCB in 2009 requires increased use of recycled water by 200,000 afy by 2020 and by 300,000 afy by 2030. The policy further contains the goals of increasing recycled water use statewide by at least 1,000,000 afy by 2020, and at least 2,000,000 afy by 2030, over 2002 levels. The policy states:

> ...Pursuant to Water Code sections 13550 et seq., it is a waste and unreasonable use of water for water agencies not to use recycled water when recycled water of adequate quality is available and is not being put to beneficial use, subject to the conditions established in sections 13550 et seq. The State Water Board shall exercise its authority pursuant to Water Code section 275 to the fullest extent possible to enforce the mandates of this subparagraph. (SWRCB 2009)

California Water Supply Laws

In regard to water supply, California Water Code sections 10910–10915 (commonly referred to as SB 610 according to the enacting legislation) require the preparation of a Water Supply Assessment (WSA) for certain projects, generally including those having a water demand equivalent to a project with 500 dwelling units or more. (Water Code § 10912(a)) Under SB 610, at the time the lead agency determines a project is subject to CEQA, the agency must identify the public water system that will provide water service to the project and request the water provider to prepare a WSA for the project. (Water Code § 10910(b)) As indicated above, the proposed project is within EMWD's service territory and, therefore, will be served by EMWD. In accordance with SB 610, due to the over number of dwelling units proposed, a WSA is required and was prepared for the Project.

4.16.2.7.c Local

<u>Eastern Municipal Water District</u>

EMWD has created Water Efficient Guidelines for New Development (July 19, 2013). The focus of the Water Efficiency Guidelines is on incentive-driven, cost-effective, voluntary water efficiency measures for new residential development. The Water Efficiency Guidelines are divided into two primary sections – (1) indoor guidelines; and (2) outdoor guidelines.

1. Indoor guidelines – designed primarily for builders, developers, and those involved in the design and construction of residential housing who make decisions about what appliance and fixtures are installed. The indoor guidelines are also applicable to existing residents who may be seeking to improve water efficiency in their home or apartment.
2. Outdoor guidelines – designed primarily for residents, landscape architects and designers, builders, and others who make decisions about creating landscapes in new

residences. The outdoor guidelines are also applicable to existing residents seeking to re-develop their landscape.

EMWD's conservation programs encourage existing and future customers to make water efficiency a way of life through installation of efficient fixtures and appliances, water budgets to help manage outdoor irrigation, and water use efficiency regulations.

Indoor Guidelines

EMWD currently sets indoor water budgets based on water use estimated at 60 gallons per capita per day (GPCD). Homes built to meet the current California Green Building Standards Code (CALGreen) specification are expected to have water demands as low as 35.0 GPCD for a household of 3 people. Homes that include the efficiency recommendations in Water Efficiency Guidelines are expected to have water demands of only 31 GPCD. Compared with the current EMWD water budget allocation of 60 GPCD, new homes may use substantially less water indoors. The following are taken from the Water Efficiency Guidelines and will apply to the Project:

- Toilets – 1.0 Gallons per Flush (GPF) or better, WaterSense labeled toilet or better.
- Clothes Washer – High Efficiency: Install an ENERGY STAR rated clothes washer with an average volume allowance of 15 gallons per load or less.
- Showers and Showerheads: Install 1.5 - 1.75 GPM maximum flow rate showerhead at 80 PSI.
- Bathroom Faucets: Install 0.5 GPM maximum flow aerators in all lavatory/bathroom sink.
- Leak Detection: Detect Leaks Using the Existing Water Meter.

Outdoor Guidelines

Indoor water use largely takes place while we are present and aware that it's happening. Outdoor use is far less intuitive and is often controlled by automatic timers that operate when no one is present. There are three sets of outdoor water use regulations to consider:

1. The Water Budget Rate Structure of EMWD, which sets the maximum water budget for new landscapes at 70% of evapotranspiration (ETo). The rate structure applies to all of EMWD new residential and landscape only customers and provides a strong economic incentive to stay within the water budget.
2. The California Model Efficient Landscape Ordinance (MELO), which sets out detailed requirements for planning, design, and installation of new or renovated landscapes.
3. The California Green Building Standards Code (CALGreen), which sets out some voluntary (or mandatory depending on the locality) goals for additional water savings in new construction.

For practical purposes the MELO is the governing document for new and rehabilitated landscapes in the EMWD service area, as all of the communities in the area that have adopted it, or an equivalent ordinance, into their regulations. MELO complies with the EMWD water budget rate structure in that both regulations are based on a maximum applied water allowance (MAWA) of no more than 70% of ETo. CALGreen standards however go beyond MELO using the concept of lower water allowances, and in suggesting the use of dedicated landscape water

meters. EMWD encourages new and rehabilitated landscapes to go beyond the 70% requirements and to consider landscapes at 60% or even 50% of ETo.

The Project will be required to comply with shall be required to comply with the EMWD Water Efficient Guidelines for New Development which are in effect at the time of building permit issuance. This is reflected in **Standard Condition SC-USS-2**, as outlined in Subsection 4.16.5 below.

Applicable City of Menifee General Plan Goals and Policies

The following General Plan goals and policies address impacts on utilities and service systems and water supply.

- **Goal LU-3:** A full range of public utilities and related services that provide for the immediate and long-term needs of the community.
  - **Policy LU-3.1:** Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.
  - **Policy LU-3.2:** Work with utility provides to increase service capacity as demand increases.
  - **Policy LU-3.3:** Coordinate public infrastructure improvements through the City's Capital Improvement Program.
  - **Policy LU-3.4:** Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.
  - **Policy LU-3.5:** Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.
- **Goal OSC-7:** A reliable and safe water supply that effectively meets current and future user demands.
  - **Policy OSC-7.2:** Encourage water conservation as a means of preserving water resources.
  - **Policy OSC-7.4:** Encourage the use of reclaimed water for the irrigation of parks, golf courses, public landscaped areas, and other feasible applications as service becomes available from the Eastern Municipal Water District.
  - **Policy OSC-7.5:** Utilize a wastewater collection, treatment, and disposal system that adequately serves the existing and long-term needs of the community.
  - **Policy OSC-7.7:** Maintain and improve existing level of sewer service by improving infrastructure and repairing existing deficiencies.

4.16.3 Thresholds of Significance

As discussed in Subsection 4.16.1, the Project impacts to four (4) criteria pertaining to utilities and service systems will be analyzed. According to the IS, the Project would have a significant impact if it would:

a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or

relocation of which could cause significant environmental effects.

b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years.
c. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

The questions posed in the IS is included for each topical section to guide the impact analysis and the above significance criterion represent a summary of the thresholds raised in the City's IS. The potential utilities and service systems changes in the environment are addressed in response to the above threshold in the following analysis.

4.16.4 Potential Impacts

THRESHOLD a: Would the Project require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact

4.16.4.1 Water

The Project site, along with the entire City of Menifee, is located within the water service district boundary of the Eastern Municipal Water District (EMWD). The Project site is not currently connected to the EMWD water supply system given its vacant, undeveloped condition and former "dry farming" use; however, as set forth in the *WSA,* Figure 3: Project Location in Relation to Existing Waterlines (p. 26), EMWD has an existing potable water service line located adjacent to the Project site along the south side of the Project site's SR-74 frontage (the *WSA* is silent as to the size of this water line). In addition, a second water service line is depicted as being located contiguous to the Project site's east boundary in Menifee Road and in Stone Lane.

It is noted, the *Menifee North Specific Plan No. 260, Amendment No. 2, Substantial Conformance No. 1* (*SP 260S1*) - Master Water Plan (Figure III-7) indicates that 14" and 16" water service lines are planned to be extended along the Project site's Palomar Road and Menifee Road street frontages in the conjunction with future development.

EMWD is a public water agency formed in 1950 and annexed into the service area of the Metropolitan Water District of Southern California (MWD) in 1951. It is currently one of MWD's 26 member agencies. EMWD presently operates its water supply system under a system permit issued by the California Department of Public Health.

EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. EMWD is both a retail and

wholesale agency, serving a retail population of 546,146 people and a wholesale population of 215,075 people (Source: *2015 UWMP*). As noted in the *2015 UWMP*, EMWD is located in one of the fastest growing regions in the nation, and with a growing population comes a growing demand for water.

EMWD has three sources of water supply: 1) imported water from the Metropolitan Water District of Southern California (MWD), 2) local groundwater, and 3) recycled water. Additional details with respect to the EMWD water supplies are set forth in Threshold b, below.

Roughly seventy-five percent (75%) of EMWD's potable water demand is supplied by imported water from MWD through its Colorado River Aqueduct and connections to the State Water Project. EMWD forecasts that it would provide water for future growth in its service area through imported water from MWD.

EMWD procures water from MWD that has been treated at MWD's Skinner Filtration Plant in Winchester and the Mills Filtration Plant in Riverside. In 2010 EMWD obtained 75,000 acre-feet (af) of MWD water treated at MWD filtration plants before delivery, and 16,600 af of raw MWD water treated at EMWD water filtration plants. EMWD has two water filtration plants, one in Hemet and one in San Jacinto, with total existing capacity of 32 million gallons per day or about 35,840 af per year.

Implementation of the proposed Project will not require, or result in, the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Given the proposed Project's relatively modest size, any impacts are considered incremental and less than significant.

4.16.4.2 Wastewater/Sewer

The Project site is located within the wastewater/sewer service boundary of the Eastern Municipal Water District (EMWD). The Project site is not currently connected to the EMWD wastewater/sewer system given its vacant, undeveloped condition and former "dry farming" use.

As set forth in *SP 260S1*, portions of the *Menifee North Specific Plan* are located within EMWD Assessment Districts Nos. 5 (Romoland AD) and 7 (Homeland AD). These portions of the specific plan are eligible to connect to the AD funded facilities for wastewater service. However, due to the *SP 260S1* service area demand above that which was anticipated at the time AD Nos. 5 and 7 were formed in 1988, some improvements to these systems would be necessary to provide an adequate level of service.

- AD No. 5 (Romoland) was created in May 1988 by Resolution 2337 of EMWD as a Special Assessment District for the main purpose of constructing a gravity sewer main, as well as acquiring rights of way, easements, and fee title sites needed for the project. These improvements directly benefit the properties and land within the community of Romoland that is within AD No. 5. Furthermore, these improvements were constructed by EMWD with funds provided by AD No. 5 to EMWD from the issuance of limited obligation improvement bonds.
- AD No. 7 (Homeland/Green Acres) was created in August 1988 by Resolution 2386 of EMWD as a Special Assessment District for the purpose of expanding the Perris Valley

Regional Wastewater Reclamation Facility, a raw sewage pump station, a force main, gravity sewer mains, including all manholes, laterals, cleanouts, steel casing, pavement replacement, rights of way and easements. These improvements directly benefit the property owners in and around the unincorporated area of the County of Riverside known as the communities of Homeland and Green Acres that are within AD No. 7. Furthermore, these improvements were constructed by EMWD with funds provided by AD No. 7 to EMWD from the issuance of limited obligation improvement bonds.

In order for the portions of the *SP 260S1* not located within AD Nos. 5 or 7 to receive sewer service, system improvements will be necessary. EMWD's wastewater facilities master plan describes a conceptual layout of gravity-flow sewer lines that would accomplish the required service. The SPA 260S1 project would be required to design and construct master-planned facilities which would allow for a system of sewers located within public road right-of-ways which are capable of conveying all on-site generated flow by gravity.

Backbone wastewater system improvements necessary to provide an adequate level of service to *SP 260S1* are illustrated on Figure III-8, *Master Sewer Plan*.

- For residential areas located within AD Nos. 5 and 7, sewer lines will be constructed to join the existing AD funded sewer facilities to developing areas up to the AD planned densities;
- Densities greater than planned for the ADs will pay connection fees and construct facilities to join the District funded 24" and larger trunk sewer main that will connect to the expanded Perris Valley Regional Water Reclamation Facility.

As depicted on the *SP 260S1* - Master Sewer Plan (Figure III-8) there is an existing EMWD 18” Backbone AD No. 5 and AD No. 7 Sewer Main located in Case Road, approximately one-quarter (¼) mile (as the crow flies) southwest of the Project site. This sewer main connects to a 15” Backbone AD No. 5 and AD No. 7 Sewer Main located in McLaughlin Road (unimproved, dirt, ROW) that extends east past Briggs Road.

Future project-specific development within the Project site boundaries will require a new Backbone Sewer Main to be extended one-third (⅓) of a mile north along Menifee Road from the existing 15” sewer main in McLaughlin Road, as shown on the *SP 260S1* – Master Sewer Plan.

At present, EMWD wastewater collection systems include: 1,534 miles of gravity sewer, 53 lift stations, and five regional water reclamation facilities (RWRF; four operating RWRFs), with interconnections between local collection systems serving each treatment plant.

The Perris Valley Regional Water Reclamation Facility (PVRWRF) provides wastewater treatment for a 120-square mile area surrounding Perris, Menifee (inclusive of the Project site), Homeland, Winchester, and beyond. Wastewater from future project-specific development within the Project site boundaries would be delivered through EMWD sewers to the PVRWRF.

The PVRWRF is EMWD’s largest RWRF located on approximately 300 acres just west of Interstate-215 (I-215) and south of Case Road (±1.5 miles west/northwest of the Project site). In March 2014, EMWD completed the seven-year $180 million expansion of the PVRWRF, the largest capital improvement project in EMWD’s 64-year history. The PVRWRF expansion

project increased the previous capacity of the facility from 14 million gallons a day (14 mgd) to a current capacity of 22 mgd, with an ultimate capacity of 100 mgd. The expansion allows EMWD to not only meet the projected demands of anticipated development in the region, but also to meet more stringent environmental requirements for wastewater treatment and recycled water quality. Typical daily flows as of 2016 are reported at 13.8 mgd.

As discussed in Subchapter 4.7, Hydrology and Water Quality, all wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant. **Standard Condition SC-HYD-5**, as outlined in Subsection 4.16.5 below, is required in order to ensure that the Project's potential impacts to water quality resources (waste discharge requirements) would remain less than significant. **Standard Condition SC-HYD-5** is not considered unique mitigation under CEQA.

The proposed Project will be subject to sewer connection fees. The purpose of these fees is to pay for existing and future sewer capacity. **Standard Condition SC-USS-1**, as outlined in Subsection 4.16.5, shall be implemented to address these fees. **Standard Condition SC-USS-1** is not considered unique mitigation under CEQA.

As indicated in **Table 4.16-12**, the combined four active RWRF's, on the whole, are operating at approximately 55% of capacity (45,385 AF Treated ÷ 81,800 AFY Capacity = ±55%). Individually, the RWRF's are operating 44% to 70% of existing capacity levels (San Jacinto RWRF at 44%; Temecula Valley RWRF at 70%).

All wastewater generated by the interior plumbing system of the proposed Project will be discharged into the local sewer system and conveyed for treatment at the Perris Valley RWRF. Wastewater flows will consist of typical residential wastewater discharges and will not require new methods or equipment for treatment that are not currently permitted for the facility. Connections to local sewer mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements.

The most recent expansion allows EMWD to not only meet the projected demands of anticipated development in the region, but also to meet more stringent environmental requirements for wastewater treatment and recycled water quality.

Based on the scope of the Project, any impacts will be incremental. However, given the existing capacity within the EMWD facilities, Project design, and adherence to **Standard Condition SC-HYD-5**, and **Standard Condition SC-USS-4**, any impacts are considered less than significant.

4.16.4.3 Stormwater/Drainage

As set forth in Subchapter 4.7 of this EIR (Hydrology and Water Quality), all new development in the City of Menifee is required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES) program, including Waste Discharge Requirements (WDR), and the 2010 Santa Ana Municipal Separate Sewer Permit (MS4) Permit, as enforced by the Santa Ana Regional Water Quality Control Board (SARWQCB).

The Project site consists of approximately 64 acres (Source: IS, p. 1, MFCS, Feb 2019) of vacant, undeveloped land located on the north side of SR-74, extending from Palomar Road east to Menifee Road, in the northerly portion of the City of Menifee.

As discussed, the Project proposes to amend (Amendment No. 3) the existing Menifee North Specific Plan 260, Amendment No. 2, Substantial Conformance No. 1 (January 2016) by changing the existing land use designations for Planning Areas 11, 12, 13, and 14 from the existing Business Park, Commercial Business Park, and Commercial land uses to accommodate Very High Density Residential, Commercial / Very High Density Residential, and Commercial uses. As proposed, the Project would significantly reduce the amount of Business Park development previously envisioned for the Project site while adding the potential for 721 very high density residential dwelling units.

The Project site is relatively flat and at street grade with a gentle gradient of less than 2% to the southwest. On-site elevations range from a high of approximately 1,495 feet above mean sea level (1,495' AMSL) at the northeast corner to a low of approximately 1,465' AMSL at the southwest corner.

At present, the Project site is vacant, undeveloped land with a 100 percent pervious earthen surface. On-site stormwater runoff currently surface flows in a south/southwest direction towards an earthen swale located along the Project site's SR-74 frontage where two crossings allow flows to be carried approximately a half-mile southwest to the existing portion of the Line A storm water channel (concrete lined) which starts approximately one-half (½) mile south of SR-74, just south of the intersection of Palomar Road and Case Road.

The Project's proposed land use amendment does not include a project-specific development component. Future development will utilize a combination of detention and bioretention basins with underdrains to detain, treat, and safely outlet future project-specific post development runoff within the Project site boundaries.

Future development involving more than one acre of ground disturbance will be subject to NPDES permit requirements for the preparation and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP). Adherence to NPDES permit requirements and the measures established in the SWPPP are routine actions conditioned by the City and will ensure applicable water quality standards are appropriately maintained during future construction activities within the Project site boundaries.

The proposed Project site specific plan amendment has been reviewed and conditioned by the City of Menifee Engineering Department, and the City of Menifee Building & Safety Department, among others, to mitigate any potential impacts as listed above through site design, compliance with the SP 260 Drainage Study, the larger Romoland/Homeland ADP, and the Project *Drainage Study*, the preparation of future project-specific WQMPs within the Project site boundaries, and adherence to the requirements of the NPDES.

Standard Conditions SC-HYD-1 (Site Drainage Plan), **SC-HYD-1 (SWPPP)**, **SC-HYD-3 (WQMP)**, and **SC-HYD-4 (Storm Drainage Facilities)** are required in order to ensure that the Project's potential impacts to hydrology and water quality resources would remain less than

significant. **Standard Conditions SC-HYD-1** through **SC-HYD-4** are not considered unique mitigation under CEQA.

Therefore, the Project will not substantially alter the existing drainage pattern of the site or area, nor will it require new or expanded off-site storm drain facilities the construction or relocation of which could cause significant environmental effects. Any impacts would be less than significant.

4.16.4.4 Electricity

There is no electricity connection currently serving the Project site in its vacant and undeveloped condition. The Project's proposed land use amendment does not include a project-specific development component; however, future project-specific development consisting of commercial and high density residential use will require electricity services.

The electrical service provider for the Project site and the greater City of Menifee is Southern California Edison (SCE). Overhead electrical distribution and service lines are currently in place adjacent to the Project site along the south side of SR-74, the east side of Palomar Road, and the west side of Menifee Road. In addition, there is an SCE easement extending north-south through the middle/east half of the Project site with high kilowatt transmission lines connecting to the 78.97-acre SCE electrical distribution substation located adjacent south of the Project site at the southwest corner of SR-74 and Menifee Road.

SCE is responsible for providing power supply to the City of Menifee and the greater Riverside County area while complying with county, state, and federal regulations. SCE's power system is one of the nation's largest electric and gas utilities and serves approximately 15 million people in 180 incorporated cities and 15 counties, in a service area of approximately 50,000 square miles in size. SCE maintains 12,635 miles of transmission lines, 91,375 miles of distribution lines, 1,433,336 electric poles, 720,800 distribution transformers, and 2,959 substation transformers.

In 2017, SCE's power mix consisted of 32 percent renewable resources, including wind, geothermal, biomass, solar, and small hydro, 20 percent natural gas, eight percent large hydroelectric facilities, and six percent nuclear. An estimated 34 percent of SCE's power mix consisted of unspecified sources of power in 2017, which is referred to by SCE as electricity from transactions that are not traceable to specific generation sources.

Operation of the future project-specific development within the Project site's boundaries would consume electricity for building power, lighting, and water conveyance, among other operational requirements. This future project-specific development will be required to comply with various federal, state and local energy use regulations including Title 24.

Because the design of future project-specific development within the Project site boundaries will be required to meet all applicable local and state requirements and represents an incremental and relatively moderate increase in area wide electrical consumption, the Project would not result in potentially significant environmental effects from wasteful, inefficient, or unnecessary consumption of energy.

Adequate commercial electricity supplies are presently available in Southern California to meet the incremental increase in demand attributed to the Project. The proposed Project will not

require new or expanded electric power facilities, the construction or relocation of which could cause significant environmental effects. Impacts will be less than significant.

4.16.4.5 Natural Gas

There is no natural gas connection currently in place serving the Project site in its vacant and undeveloped condition. The natural gas provider for the Project site and the greater City of Menifee is the Southern California Gas Company (SoCal Gas), also known as The Gas Company.

The Project's proposed land use amendment does not include a project-specific development component; however, future project-specific development consisting of commercial and high density residential use will require natural gas services and will ultimately connect to the Gas Company's natural gas distribution system. Connections are available in the general vicinity and natural gas service is in place to the new Heritage High School campus located at the southwest corner of SR-74 and Briggs Road approximately three-quarters (¾) of a mile east of the Project site.

Adequate natural gas supplies are available to meet the incremental increase in demand attributed to the Project. The proposed Project will not require new or expanded natural gas facilities, the construction or relocation of which could cause significant environmental effects. Any impacts will be less than significant.

4.16.4.6 Telecommunications

Telephone service to the Project site and the greater City of Menifee is provided by Verizon. Verizon is a private company that provides connection to the communication system on an as needed basis. No expansion of facilities will be necessary to connect the Project to the communication system located adjacent to the Project site. The proposed Project will not require new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Any impacts will be less than significant.

THRESHOLD b: Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact

As previously discussed under Threshold a, the Project site is located within the water service district boundary of the Eastern Municipal Water District (EMWD) which has an existing water line located adjacent to the Project site in SR-74, with additional lines located contiguous to the Project site's northeast corner in Menifee Road and Stone Lane. Reference **Figure 14.16-2, *Water Supply Assessment – Location of Existing Facilities***.

The Project's proposed land use amendment does not include a project-specific development component; however, future project-specific development within the Project site boundaries will require the extension of backbone water lines in compliance with the *SP 260S1* – Master Water Plan. The *SP 260S1* - Master Water Plan (Figure III-7) indicates that 14" and 16" water service

lines are planned to be extended along the Project site's Palomar Road and Menifee Road street frontages in the conjunction with future development. Reference **Figure 4.16-3, *Menifee North Specific Plan Substantial Conformance #1 – Master Water Plan***.

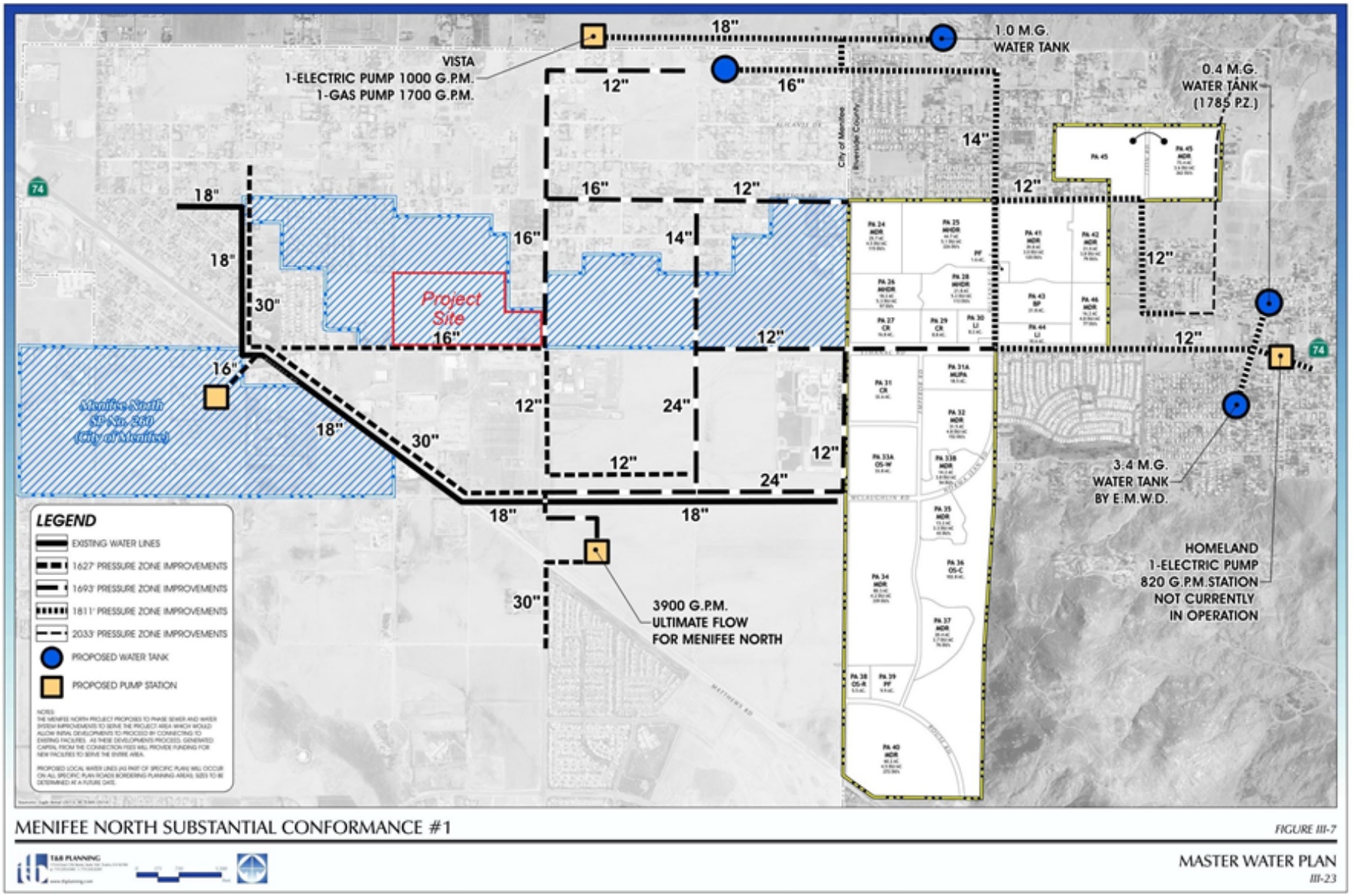
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Figure 4.15-2
Water Supply Assessment – Location of Existing Facilities



Source: WSA (**Appendix O**)

Figure 4.15-3
Menifee North Specific Plan Substantial Conformance #1 – Master Water Plan



Source: Menifee North Specific Plan No. 260, Amendment No. 2, Substantial Conformance No. 1
https://planning.rctlma.org/Portals/14/splans/sp_document/sp260s1/SP00260S1%20Complete%20Document.pdf?ver=2018-06-29-114016-923

As discussed EMWD relies on MWD's *2015 RUWMP* to evaluate the reliability of imported supplies and the amount of imported water which will be available in EMWD's service area during normal (aka "average"), single dry, and multiple dry water year periods. MWD's *2015 RUWMP* detailed its planning initiatives and based on these efforts concluded that with the storage and transfer programs developed, MWD has sufficient supply capabilities to meet the expected demands of its member agencies from 2020 through 2040 under normal, historic single-dry and historic multiple dry year conditions.

EMWD's 2015 UWMP includes estimates of EMWD's demand during average, single and multiple dry years. The estimates for EMWD's retail system are documented in **Table 4.16-9, *Retail Normal Year Supply and Demand Comparison (AF)***, **Table 4.16-10, *Retail Single-Dry Year Supply and Demand Comparison***, and **Table 4.16-11, *Retail Multiple-Dry Years Supply and Demand Comparison (AF)***, are taken directly from the *2015 UWMP*. Similar estimates for EMWD's wholesale system are shown in **Table 4.16-12, *Wholesale Normal Year Supply and Demand Comparison (AF)***, **Table 4.16-13, *Wholesale Single-Dry Year Supply and Demand Comparison***, and **Table 4.16-14, *Wholesale Multiple-Dry Years Supply and Demand Comparison (AF)***. Any impacts from the Project will be incremental.

According to **Table 4.16-19, *Project Demand Estimate***, the Project residential, commercial and open space landscaping will result in the following total demand at Project buildout:

Average Day Demand (gpd): 262,075
Annual Demand (MG): 95.72
Annual Demand (AF): 293.76

Table 4.16-19
Project Demand Estimate

Category	Average Day Demand (gpd)	Annual Demand (MG)	Annual Demand (AF)
Very High Density Residential	290	209,151	76.39
Commercial Retail	2,200	52,924	19.33
Open Space Landscape	0	0	0
Total	**262,075**	**96**	**294**

Source: *WSA*, (**Appendix O**)

According to the WSA, the Project is anticipated to exceed the limits of the projected demand for this area accounted for in the *2015 UWMP*, however; the combined demand for this project and other planned developments are below the total amount of new demand evaluated in the *2015 UWMP* and an offset will not be required.

The Project will be required to comply with shall be required to comply with the EMWD Water Efficient Guidelines for New Development which are in effect at the time of building permit issuance. This is reflected in **Standard Condition SC-USS-2**, as outlined in Subsection 4.16.5 below.

The focus of the Water Efficiency Guidelines is on incentive-driven, cost-effective, voluntary water efficiency measures for new residential development. The Water Efficiency Guidelines are divided into two primary sections – (1) indoor guidelines; and (2) outdoor guidelines.

1. Indoor guidelines – designed primarily for builders, developers, and those involved in the design and construction of residential housing who make decisions about what appliance and fixtures are installed. The indoor guidelines are also applicable to existing residents who may be seeking to improve water efficiency in their home or apartment.
2. Outdoor guidelines – designed primarily for residents, landscape architects and designers, builders, and others who make decisions about creating landscapes in new residences. The outdoor guidelines are also applicable to existing residents seeking to re-develop their landscape.

In addition, the proposed Project will be subject to water connection fees. The purposes of these fees are pay for existing and future water facilities/capacity. **Standard Condition SC-USS-3**, as outlined in Subsection 4.16.5, shall be implemented to address these fees.

Due to the sufficient supply, and incorporation of **Standard Condition SC-USS-3**, any impacts to water facilities are considered less than significant.

If available, the Project may incorporate recycled water for landscape irrigation, which helps reduce strain on environmental resources. The Project may use recycled water for irrigation of common area landscaping, open space, parkways, and roadside landscaping adjacent to public roads.

If recycled water infrastructure is available, the Project may opt to incorporate this utility to augment landscape irrigation. Recycled water is available through EMWD via an application process.

To provide recycled water, EMWD will require proof of permits through Regional Board and CDPH, as appropriate, from the entity responsible for the landscape maintenance and irrigation where the water is used (e.g., park district, transportation department, owner's association).

Based on the analysis above, the Project will have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years. Any impacts will be less than significant.

THRESHOLD c: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact

As previously discussed under Threshold a., the Project site is located within the wastewater/sewer service district boundary of the Eastern Municipal Water District (EMWD). The Project's proposed land use amendment does not include a project-specific development component; however, future project-specific development within the Project site boundaries will

require a new Backbone Sewer Main to be extended one-third (⅓) of a mile north along Menifee Road from the existing 15' sewer main located in McLaughlin Road, as shown on the *SP 260S1* – Master Sewer Plan.

Wastewater from future project-specific development within the Project site boundaries would be delivered through EMWD sewer lines to EMWD's Perris Valley Regional Water Reclamation Facility (PVRWRF) located on approximately 300 acres just west of Interstate-215 (I-215) and south of Case Road (±1½ miles west/northwest of the Project site). It is noted, the PVRWRF recently underwent a seven-year $180 million expansion that was completed in March 2014 and increased the previous capacity of the facility from 14 million gallons per day (14 mgd) to a current capacity of 22 mgd, with an ultimate capacity of 100 mgd. Further specifics are summarized under Threshold a. Typical daily flows as of 2016 are reported at 13.8 mgd which indicates the facility is operating at approximately sixty-three percent (63%) of its current 22 mgd capacity.

The proposed Project will be subject to sewer connection fees. The purpose of these fees is to pay for existing and future sewer capacity. **Standard Condition SC-USS-1**, as outlined in Subsection 4.16.5, shall be implemented to address these fees. **Standard Condition SC-USS-1** is not considered unique mitigation under CEQA.

Sufficient wastewater treatment capacity is available to serve the Project from existing resources. As the existing wastewater treatment provider, EMWD has adequate capacity to serve the Project's projected demand in addition to serving its existing commitments. Impacts will be less than significant.

THRESHOLD d: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact

Municipal waste collection services in the City of Menifee, inclusive of the proposed Project, is provided by Waste Management, Inc.

The Riverside County Waste Management Department (RCWMD) is responsible for the efficient and effective landfill disposal of non-hazardous county waste. To accomplish this, the RCWMD operates six active landfills and administers a contract agreement for waste disposal at the private El Sobrante Landfill. The Department also oversees several transfer station leases, as well as a number of recycling and other special waste diversion programs.

As set forth in the City of Menifee General Plan DEIR (September 2013), more than 99% of the solid waste generated within the City during 2011 was deposited in two landfills: El Sobrante Landfill in unincorporated Riverside County south of the City of Corona, and Badlands Sanitary Landfill near the City of Moreno Valley. The El Sobrante Landfill is significantly larger than the Badlands Landfill in terms of size and capacity.

A summary of the two landfill facilities is included in **Table 4.16-20, *Landfills Serving Menifee***.

Table 4.16-20
Landfills Serving Menifee

Landfill	Location	Permitted Throughput Capacity, Tons per Day	Average Disposal, Tons per Day[1]	Remaining Capacity, Cubic Yards [Tons]	Estimated Closing Date
Badlands Sanitary	Moreno Valley	4,000	1,651	14,730,025 [7,851,103]	2024
El Sobrante	Corona	16,054	7,260	145,530,000 [77,567,490]	2045

Source: Sec. 5.17.4, Solid Waste, City of Menifee General Plan DEIR, 2013.
Figures: CalRecycle 2012a, 2012b.
[1] Calculated from annual totals (from CalRecycle 2012d) based on 300 operating days per year. Badlands Sanitary Landfill and El Sobrante Landfill are each open six days per week, Monday through Saturday, except certain holidays.

El Sobrante Landfill

The Project site is located within the service area of the El Sobrante Landfill, a service area that typically includes the cities/communities within southwestern Riverside County, as well as multiple jurisdictions within the counties of Los Angeles, Orange, San Bernardino and San Diego.

The El Sobrante Landfill is located approximately twenty (20) miles west/northwest of the Project site in the unincorporated Temescal Canyon area of Riverside County between the City of Lake Elsinore and the City of Corona, east of Interstate 15 and Temescal Canyon Road, and south of Cajalco Road, at 10910 Dawson Canyon Road.

The landfill, which is owned and operated by USA Waste of California (a subsidiary of Waste Management, Inc.) started disposal operations in 1986. From 1986 to 1998, the landfill was operated pursuant to the original El Sobrante Landfill Agreement, its Amendments and one Addendum.

On September 1, 1998, the Riverside County Board of Supervisors (BOS) approved the El Sobrante Landfill Expansion Project, a vertical and lateral expansion of the landfill, and entered into a Second Agreement, which became effective on September 17, 1998.

The Second Agreement represents a public/private relationship between the owner/operator of the landfill and the County of Riverside and provides for the Riverside County Department of Waste Resources (RCDWR) to operate the landfill gate, to set the County rate for disposal at the gate with BOS approval, and to operate the Hazardous Waste Inspection Program.

The El Sobrante Landfill Expansion Project included the following major elements:

- An increase in landfill disposal capacity to approximately 196.11 million cubic yards or approximately 109 million tons of municipal solid waste;
- An increase in the daily disposal capacity up to 10,000 tons (pursuant to the Second Amendment of the Expansion Agreement, approved by the BOS in March 2007, and subsequently implemented on August 31, 2009, the daily capacity was increased to 70,000

tons per week, not exceeding 16,054 tons per day [limited in part due to the number of vehicle trips per day], and a continuous 24-hour disposal);
- An increase in the landfill area to a total of 1,322 acres;
- An increase in the landfill footprint to 495 acres;
- An increase in the hours of operation, allowing 24-hour continuous operations, 7 days a week, for non-waste functions (i.e. application of daily cover, stockpiling of daily cover, site maintenance, grading, and vehicle maintenance) and allowing disposal operations from 4:00 a.m. to Midnight.

The El Sobrante Landfill facility currently comprises a total area of 1,322 acres which includes a 495-acre footprint permitted for landfill operations, and a 688-acre wildlife preserve. The landfill is open 24 hours per day, six days a week (closed Sundays and Major Holidays). Commercial customers have access 4:00 a.m. to 6:00 p.m., while the general public hours are 6:00 a.m. to 6:00 p.m.

The operating permit allows a maximum of 16,054 tons per day of waste to be accepted at the landfill, due to limitations on the number of vehicle trips per day.

In 2010, the El Sobrante Landfill accepted a total of 694,963 tons, or approximately 0.695 million tons of waste generated within Riverside County. The daily average for in-County waste was 2,235 tons during 2010.

As of January 2011, the landfill had a remaining in-County disposal capacity of approximately 38.506 million tons.

During calendar year 2016, a total of 2,652,941 tons of municipal solid waste was disposed at the El Sobrante Landfill. Of this amount, 852,987 tons originated from Riverside County sources, and 1,799,954 tons originated from out-of-County sources. El Sobrante received 123,068 tons of Alternate Daily Cover in the form of cement treated incinerator ash.

Based on 309 working days (362 days minus Sundays and Major Holidays), an average of 8,596 (rounded to the nearest whole number) tons of waste were received at the landfill on a daily basis in 2016.

The estimated 2017 total tonnage figure is projected to have increased slightly over the 2016 figure, to approximately 2,700,000 tons or an average amount of approximately 8,738 tons per day (2,700,000 tons ÷ 309 days). This indicates a year over year increase of 1.65% and is substantially below the allowable disposal capacity of 16,054 tons per day permitted pursuant to the current agreement/operating permit, as amended.

As of the 2007 Second Amendment date, the landfill had a projected 50-year remaining life through 2036; however, based on 2016 figures, there was 141,192,896 tons of remaining capacity, indicating an approximate 54-year remaining life before the facility reaches capacity. According to the City GPEIR, the El Sobrante facility is estimated to have sufficient capacity until 2045.

The City of Menifee evaluates solid waste generation for proposed development projects based on a per capita generation rate. As set forth in the City's GPEIR, there are five generation

factors depending on land use; one for Residential Land Use (includes both single-family and multi-family projects), two for Commercial Land Use (Retail and Non-Retail) and two for Industrial/Manufacturing Land Use (Light and Heavy).

The generation factors are set forth below in **Table 4.16-21, *Solid Waste Generation Factors***.

Table 4.16-21
Solid Waste Generation Factors

Land Use	Generation Factor
Residential	10 lbs./Dwelling Unit/Day
Commercial Non-Retail	13 lbs./1,000 SF/Day
Commercial Retail	6 lbs./1,000 SF/Day
Heavy Industrial	13.2/1,000 SF/Day
Light Industrial and Light Manufacturing	14.2 lbs./1,000 SF/Day

Source: Table 5.17-4 City of Menifee GPEIR

While the Project's proposed land use amendment does not include a project-specific development component, future project-specific development within the Project site boundaries will generate to the solid waste stream.

The solid waste generation forecast for the residential component is based on the Project's maximum potential density of 637 dwelling units multiplied by the Residential Generation Factor set forth in the City GPEIR (10 lbs./dwelling unit/day), as shown above. The solid waste generation forecast for the Project's Commercial component is based on the maximum Commercial Non-Retail generation factor (13 lbs./1,000 SF/day) set forth in the City's GPEIR and estimating an overall floor area ratio (FAR) for the Project at the upper end of the range used by the city in their Land Use Buildout Summary (Exhibit LU-4, GPEIR) which ranges from a low of 0.23 for commercial retail use, to a high of 0.38 for business park use. For purposes of this analysis, the Project site's overall commercial intensity is estimated to result in an average floor area ratio 0.35.

Based on the above factors, the future Project-specific development within the Project site boundaries, at build-out, is projected to generate an average of 11,146 pounds (5.57 tons) of solid waste per day, or 4,068,501 pounds (2,034.2 tons) of solid waste per year, as summarized in **Table 4.16-22, *Project Site – Solid Waste Generation Forecast***.

Table 4.16-22
Project Site - Solid Waste Generation Forecast Commercial Retail

Project Land Use(s)	Bldg. Area		Generation Factor[1]	Forecast Solid Waste Per Day		Forecast Solid Waste Per Year	
	DUs	SF		Pounds	Tons[2]	Pounds	Tons
Very High Density Residential	637	N/Av	10.0 lbs./ dwelling unit/day	6,370.0	3.18	2,325,050	1,162.5
Commercial	N/Ap	367,429[3]	13.0 lbs./1,000 sf/day	4,776.6	2.39	1,743,451	871.7
Open Landscape	-0-	-0-	--	--	--	--	--
Total				11,146.6	5.57	4,068,501	2,034.2

Source: City of Menifee GPEIR
[1]Generation factor per City of Menifee GPEIR
[2]1 ton = 2,000 lbs.
[3]24.1 acres commercial @ est. 0.35 FAR = 367,429 SF

Individual development projects within the City of Menifee are required to comply with applicable State and local regulations reducing landfill waste by at least 50 percent (reference **Standard Condition SC-USS-4**); therefore, future project-specific development within the Project site boundaries is forecast to contribute 5,573 lbs. (approximately 2.78 tons) of solid waste per day for disposal at the El Sobrante Landfill or the Badlands Sanitary Landfill. This represents a nominal amount of approximately 0.032% (2.78 tons ÷ 8,738 tons) of the estimated average daily solid waste disposed at the El Sobrante Landfill.

Therefore, development of the Project site, as proposed, would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts will be less than significant.

4.16.5 Standard Conditions and Mitigation Measures

Standard Conditions

The following Standard Conditions are applicable to all Projects within the City and is not considered unique mitigation under CEQA.

SC-USS-1 Sewer Connection Fees. Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable sewer connection fees to EMWD.

SC-USS-2 EMWD Water Efficient Guidelines. The Project will be required to comply with shall be required to comply with the EMWD Water Efficient Guidelines for New Development which are in effect at the time of building permit issuance.

SC-USS-3 Water Connection Fees. Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable water connection fees to EMWD.

SC-USS-4 Solid Waste. The Project applicant shall comply with the requirements of AB 939 ("California Integrated Waste Management Act of 1989") and AB 341 (which amends and clarifies portions of AB 939), which requires waste diversion mandates. During construction and operation, the applicant shall achieve diversion of 50 percent of all solid waste through source reduction, recycling, and composting activities.

SC-HYD-1 Site Drainage Plan. A site drainage plan is required by the City of Menifee and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review.

SC-HYD-2 SWPPP. Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-3 WQMP. The Project proponent has submitted a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing 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.

SC-HYD-4 Storm Drainage Facilities. The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.

SC-HYD-5 Wastewater. All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant.

Mitigation Measure(s)

No mitigation measures are required.

4.16.6 Cumulative Impacts

According to EMWD, there is an adequate water supply and wastewater treatment capacity, respectively, to meet the demand of the Project(s). Based on the analysis above, and in the referenced documentation, water and wastewater management systems are capable of meeting the cumulative demand for these systems. The Project will have sufficient water supplies

available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years with adherence **Standard Conditions SC-USS-1** through **SC-USS-4** impacts to water, waste water, and solid waste are considered less than significant. Thus, the Project will not cause cumulatively considerable significant adverse impacts on these systems. With implementation of the proposed stormwater management design, as outlined in the Project Specific WQMPs, and **Standard Conditions SC-HYD-1** through **SC-HYD-5**, future stormwater runoff after development of the Project site will not 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, and is not forecast to make a cumulatively considerable contribution to downstream flood hazards in the Santa Ana River Watershed.

Cumulative impacts to landfill capacity will be less than significant due to the Project construction debris and operational waste representing a less than substantial cumulative increment with adherence to **Standard Condition SC-USS-4**. Therefore, due to available capacity and implementation of **Standard Condition SC-USS-4**, which provides for recycling on site to reduce Project operational waste, cumulative impacts to the existing landfills resulting from waste generated by Project implementation are considered less than significant.

Lastly, the Project will not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects. No cumulative impacts will result from the Project.

4.16.7 Unavoidable Significant Adverse Impacts

The foregoing evaluation demonstrates that even though the Project will cause an unavoidable change in the demand for water and wastewater water utility systems, these various systems can be expanded to meet this increased demand and the facilities required to sustain these systems can be installed without causing an unavoidable significant adverse impact with adherence **Standard Conditions SC-USS-1** through **SC-USS-4**.

Implementation of the Project will result in the additional generation of construction and operational solid waste. Standard conditions address construction debris recycling and reuse to achieve a reduction in waste beyond the County requirement of a 50 percent reduction by weight. Implementation of this measure would reduce the construction waste from the Project at a higher level than required by the City. Lastly, the Project will not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects. Therefore, no significant and unavoidable impacts are anticipated.

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4.17 WILDFIRE

4.17.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of wildfire from implementation of the Project. The Wildfire Section of the Initial Study (IS, Subchapter 8.3, *Initial Study*) poses the following questions:

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

Based on the analysis in the IS it was determined that all of the questions asked above **would** require further analysis in the Draft Environmental Impact Report (DEIR).

Standard Condition SC-TR-1 shall be carried over to this DEIR.

No mitigation measures were presented in the IS that shall be carried over to this DEIR.

The following sources were used in the evaluation presented in this Subchapter:

- *GPEIR (Chapter 5.14 – Public Services)*
  https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report
- 2008 CalFire Map
  https://osfm.fire.ca.gov/media/5916/menifee.pdf
- Riverside County Fire Department Website
  http://www.rvcfire.org/Pages/default.aspx
- City of Menifee Development Impact Fee per Ordinance No. 17-232
  https://www.cityofmenifee.us/DocumentCenter/View/5853/City-of-Menifee-Updated-DIF-Schedule-and-Summary-2018
- Municipal Code Chapter 8.20 (Fire Code)
  http://library.amlegal.com/nxt/gateway.dll/California/menifee_ca/cityofmenifeecaliforniacodeofordinances?f=templates$fn=default.htm$3.0$vid=amlegal:menifee_ca
- Email correspondence with Adria Reinertson, Deputy Fire Marshal/Office of the Fire Marshal/CAL FIRE/Riverside County Fire Department (August 6, 2019)
- *Map My County* (**Appendix A**)

Comment Letters Received on the Notice of Preparation (NOP)

No comments regarding wildfire were received in response to the Notice of Preparation or at the Scoping Meeting held on November 5, 2018, as this topic was not covered in the Initial Study. Therefore, the above issues identified in "a" through "d," above, are the focus of the following evaluation of wildfire.

The following discussions are abstracted from the above referenced links or appendices, which are provided in Volume 2 of the DEIR, the Technical Appendices.

4.17.2 Environmental Setting

Project Site and Surroundings

The Project site is bounded as follows: Menifee North Specific Plan (MNSP) Planning Area (PA) 9 and PA10 to the immediate north (currently vacant land) and some Rural Residential uses to the north of PA9 and PA10; Business Park/Light Industrial and Public/Quasi-Public Facilities Districts to the south (currently vacant land, manufacturing uses and substation for Southern California Edison south of Highway 74); MNSP PA 16 to the east (currently , Rural Residential uses, and vacant land to the east beyond Menifee Road); and Palomar Road to the immediate west and MNSP PA7A, PA7B, and PA8 (currently vacant land and some commercial uses) to the west of Palomar Road. The Project site is currently vacant. The surrounding area is a mix of single-family residential, commercial, and industrial land uses. Reference **Figure 2-2, *Vicinity Map*** and **Figure 2-3**, ***Aerial Photo,*** provided previously in Chapter 2 of this DEIR. The Project is located in USGS 7.5-minute Romoland, California quadrangle, Section 11; Township 5 South; and Range 3 West.

The City contracts fire services with the Riverside County Fire Department (RCFD). These services are included as part of the City's annual operating budget.

There are four Riverside County Fire Department (RCFD) fire stations in the City and one additional station about 0.5 miles west of the City boundary. The following stations are located within City limits:

- Quail Valley Station #5, 28971 Goetz Road
- Sun City Station #7, 27860 Bradley Road
- Menifee Station #68, 26020 Wickerd Road
- Menifee Lakes Station #76, 29950 Menifee Road

The Canyon Lake Station, Station #60, is at 28730 Vacation Drive in the City of Canyon Lake about 0.5 miles west of the Menifee City boundary. The closest fire station to the Project site, and the station that will serve the Project (according to email correspondence with Adria Reinertson at CALFIRE), is the Homeland Station # 54, which is located approximately 1.58 miles easterly of the Project site on Sultanas Road, outside of the City limits. The station is staffed by a 3-man Type 1 Engine.

Emergency responses to hazardous materials releases in Riverside County are conducted by the CalFire/RVC Hazardous Materials Unit. The unit currently maintains equipment at a single location, namely the Riverside County Winchester Fire Station #34, located at 32655 Haddock

Street, Winchester, CA 92596. The unit is staffed daily by a minimum of five (5) certified Fire Department personnel with specialty hazardous material training. Equipment located at the unit includes one Engine Company, one HazMat Response Unit, one Reserve HazMat Response Unit, two Response Trailers with Tow Vehicles providing mass-decontamination capabilities, and other significant support.

Lastly, according to *Map My County* (**Appendix A**), the Project site, the proposed Project site is not located within a fire hazard zone and is not located in a fire responsibility area. There are no wildland conditions in the area where the Project site is located.

4.17.2.1 Regulatory Setting

4.17.2.1.a Federal

National Fire Protection Association Standard 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments

The National Fire Protection Association (NFPA), Standard 1710 recommends that a first-responder unit arrive at the fire scene in 6 minutes or less at least 90 percent of the time, measured from the 911 call. NFPA recommends that full response to a structural fire occur within 10 minutes of the 911 call at least 90 percent of the time. NFPA also recommends a 6-minute response time for basic life support and 10 minute response for advanced life support at least 90 percent of the time.

4.17.2.1.b State

The California Emergency Medical Service Authority (EMSA) is responsible for coordinating the planning, development, and implementation of 32 local emergency management services systems throughout California. EMSA has established a standard response time not to exceed 5 minutes at least 90 percent of the time from receipt of the emergency call to on-scene arrival for basic life support and CPR-capable first responder. Advanced life support response should not exceed 8 minutes at least 90 percent of the time, which is lower than NFPA standards.

4.17.2.1.c Local

Riverside County Fire Department (RCFD)

RCFD response time goals for fire suppression calls are listed in **Table 4.17-1, *RCFD Response Time Goals, Fire Suppression Calls***. As shown, in developed urban areas with densities of two or more residential units per acre, the response time goal is 7 minutes.

Table 4.17-1
RCFD Response Time Goals, Fire Suppression Calls

Land Use Category	Residential Density, units per acre	Response Time, Minutes (Arrival at Fire)
Heavy Urban	8-20	5
Urban	2-8	7
Rural	0.2-1	11
Outlying	≤ 0.2	17

Information from RCFD 1986. Note: A set of response time goals was proposed by the Riverside County Fire Department subsequent to 1986 but was not approved by the Riverside County Board of Supervisors (Johnson 2013b).
Source: *GPEIR, Public Services*

Ordinance No. 17-232, Development Impact Fees

The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF). DIF shall be paid at the time a certificate of occupancy for residential development and prior to the issuance of a building permit for non-residential uses. DIF is used to pay for fire protection and emergency response services.

It should be noted that payment of DIF is required and is not considered unique mitigation under CEQA. Please reference **Standard Condition SC-PS-1**.

City of Menifee Fire Code (City of Menifee Municipal Code Chapter 8.20)

According to Chapter 8.20 of the Municipal Code, all of the provisions and appendices of the 2016 California Fire Code, inclusive of all of the inclusions and exclusions set for in each chapter's matrix, are hereby adopted and shall apply to the City of Menifee. In addition, the following provisions that are excluded in the 2016 California Fire Code are hereby adopted - Chapter 1, Division II of the California Fire Code is hereby adopted, except that Section 103.2 and 108.3 are not adopted, and Chapters 3, 25, and Sections 403.12, 503, 510.2, and 1103.2 are adopted. It should be noted that adherence to Chapter 8.20 of the Municipal Code is required and is not considered unique mitigation under CEQA.

An additional performance objective with respect to fire services is the provision of adequate fire flow to provide water pressures great enough to serve the given type of construction. Without adequate fire hydrant spacing and fire flow, structures could be at undue risk and performance objectives are not met. **Standard Condition SC-PS-2** (Municipal Code Section 8.20 (Fire Code), which requires adequate hydrants (spacing), fire flows (volume of flow per minute) and sprinklers for new structures.

Fire Regulations

Fire codes are important to all building construction. The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department. According to the General Plan, the California Department of Forestry and Fire Protection (Cal Fire) has recommended that the urban, low-lying areas in Menifee be classified as having a Moderate Fire Hazard.

Applicable City of Menifee General Plan Goals and Policies

Following are the applicable General Plan Goals and/or Policies:

- **Goal S-4:** A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.
  - **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.
  - **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.
  - **Policy S-4.3** Use technology to identify flood-prone areas and to notify residents and motorists of impending flood hazards and evacuation procedures.
  - **Policy S-4.4** Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.
- **Goal S-6:** A city that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.
  - **Policy S-6.1:** Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the city- and county-specific emergency management resources available.
  - **Policy S-6.2:** Ensure to the fullest possible extent that, in the event of a major disaster, critical, dependent care and high-occupancy facilities remain functional.
  - **Policy S-6.3:** Work with the Riverside County Airport Land Use Commission to strengthen the city's disaster preparedness, response, and recovery program in accordance with the Airport Land Use Plans for March Air Reserve Base and Perris Valley Airport.
  - **Policy S-6.4:** Locate new essential or critical facilities away from areas susceptible to impacts or damage from a natural disaster.
  - **Policy S-6.5:** Promote strengthening of planned and existing critical facilities and lifelines, the retrofit and rehabilitation of existing weak structures, and the relocation of certain critical facilities as necessary to adequately meet the needs of Menifee's residents and workforce.

4.17.3 Thresholds of Significance

As discussed in Subsection 4.17.1, the Project impacts to five (5) criteria pertaining to wildfire will be analyzed in this DEIR.

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

utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

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

Potential changes in the environment associated with wildfire are addressed in response to the above thresholds in the following analysis.

4.17.4 Potential Impacts

THRESHOLD a: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact

The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department.

The Project will take access from existing roadways SR-74, Palomar Road and Junipero Road), and roadways that will be improved as part of the Project. These roadways will connect into part of an adopted emergency response plan/emergency evacuation plan, as implemented by the City of Menifee and County of Riverside.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). Reference **Standard Condition SC-TR-1**. The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project.

Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project. Therefore, implementation of the Project will not substantially impair an adopted emergency response plan or emergency evacuation plan. Any impacts will be less than significant.

THRESHOLD b: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

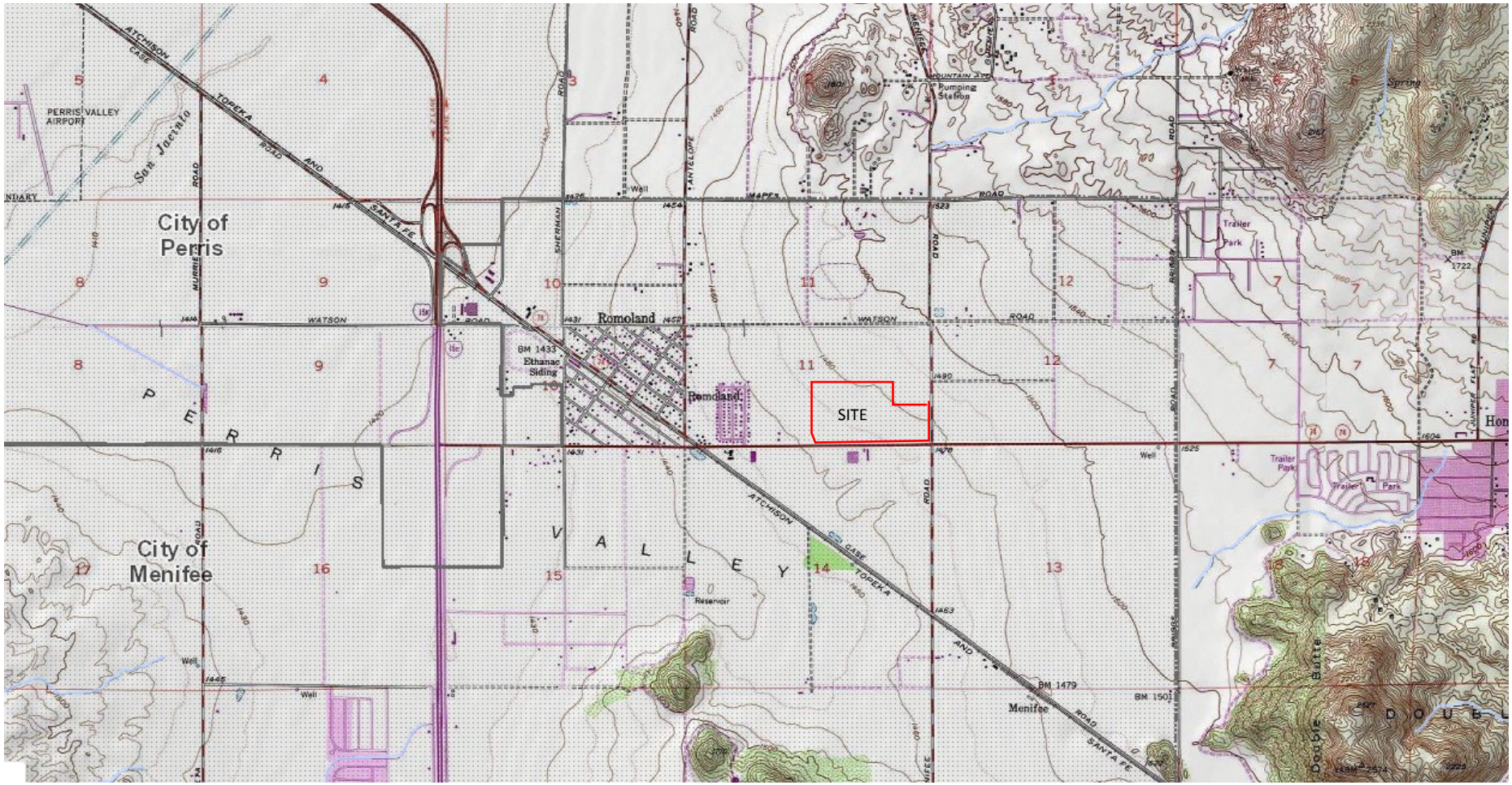
Less Than Significant Impact

The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department.

The topography of the Project site is relatively flat with natural gradients less than 2% to the south-southwest toward SR 74. The site elevation is approximately 1,468 – 1,484 feet above mean sea level. According to **Figure 4.17-1, *Surrounding Topography***, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slope is located approximately one (1) mile to north of the Project site.

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Figure 4.17-1
Surrounding Topography



Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

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Based on this information, the Project would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Any impacts will be less than significant.

THRESHOLD c: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact

The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department.

The Project does not include and or require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Any roads and utilities will be installed in accordance with the respective jurisdiction requirements. Any impacts will be less than significant.

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

Less Than Significant Impact

The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department.

The topography of the Project site is relatively flat with natural gradients less than 2% to the south-southwest toward SR 74. The site elevation is approximately 1,468 – 1,484 feet above mean sea level. According to **Figure 4.17-1**, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slope is located approximately one (1) mile to north of the Project site.

Based on this information, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Any impacts will be less than significant.

4.17.5 Standard Conditions and Mitigation Measures

Standard Condition(s)

The following standard conditions were identified in the IS in order to reduce impacts that are related to Wildfire to a less than significant level:

SC-TR-1 **The Applicant is required to develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.**

SC-PS-1 **Development Impact Fee (DIF)/Fire Protection and Emergency Response Services. The Project applicant shall pay Development impact fees at the time a certificate of occupancy is issued for the residential portion of the Development Project. Fees for the non-residential portions of the Project shall be paid at issuance of a building permit.**

SC-PS-2 **Municipal Code Section 8.20 (Fire Code). The Project shall comply with applicable version of Chapter 8.20 of the Municipal Code at the time of permit issuance.**

Mitigation Measure(s)

No mitigation measures are required.

4.17.6 Cumulative Impacts

According to the IS, the Project would have a less than significant impact such that it would impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan (see **Standard Condition SC-TR-1**). The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department.

The Project will not have a cumulative effect due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; or, 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 (see **Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**).

4.17.7 Unavoidable Significant Adverse Impacts

The Project will change the land use on the Project site and create a potential for certain adverse impacts regarding wildfire issues both during construction and occupancy. There will be some adverse impacts as a result of implementing the Project. However, adherence to **Standard Conditions SC-TR-1, SC-PS-1**, and **SC-PS-2**, these potential Project specific and cumulative (direct and indirect) effects to a less than significant impact level for wildfire issues. Thus, the Project is not forecast to cause any unavoidable significant adverse wildfire impacts. The Project Wildfire impacts are less than significant.

CHAPTER 5 – ALTERNATIVES

5.1 INTRODUCTION

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines require an evaluation of alternatives to the proposed action. The purpose of the alternatives evaluation under CEQA is to determine whether one or more feasible alternatives is capable of reducing potentially significant impacts of a preferred project to a less than significant level.

The applicable text in the State CEQA Guidelines occurs in Section 15126 as follows:

> Section 15126.6 (a): *Alternatives to the Proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.*
>
> Section 15126.6 (b) *Purpose. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly.*

The Project objectives are defined in Chapter 3 as follows:

- Provides a development plan of superior environmental sensitivity including a high quality of visual aesthetics, suppression of noise, protection of health and safety, and the promotion of community and region.
- Considers topographic, geologic, hydrologic, and environmental opportunities and constraints to create a design that generally conforms to the character of the land by retaining and utilizing basic, existing landforms, as much as possible.
- Reflects anticipated market needs and public demand by providing a range of housing types which will be marketable within the developing economic profile of the Southern Perris Valley Area as well as the County of Riverside.
- Provides residential uses with specific emphasis on employing natural and created open space for a heightened aesthetic environment.
- Provides direct and convenience access to clustered neighborhoods via a convenient and efficient circulation system.
- Provides additional employment opportunities for the current and future residents of the region and surrounding communities.
- Creates a unique residential character that provides for a distinct environment through architectural treatment, viewshed, and natural terrain.

<u>Overview of Alternatives</u>

Thus, the alternatives considered in this Chapter include:

1. No Project Alternative (NPA);

2. Existing Specific Plan Alternative (ESPA); and
3. Reduced Project Intensity Alternative (RPIA).

The following evaluation also includes identification of an environmentally superior alternative as required by the State CEQA Guidelines. The three (3) alternatives were developed during review of the Project with the City of Menifee and include all components of the Project. No other plausible alternatives were identified during the review process for consideration in this DEIR.

No Project Alternative (NPA)

One of the alternatives that must be evaluated in an environmental impact report (EIR) is the "no project alternative," (NPA) regardless of whether it is a feasible alternative to the proposed Project, i.e., would meet the project objectives or requirements. Under this alternative, the environmental impacts that would occur if the proposed Project is not approved and implemented are identified. The NPA assumes the property remains in its current state – vacant land.

Existing Specific Plan Land Use Designation (ESPA)

A second alternative of developing the Project site under the existing Specific Plan Land Use designation will be considered in this document. This will be referred to as the Existing Specific Plan Alternative (ESPA).

The proposed development is projected to add a net total of approximately 11,352 total trip-ends per day, with 460 vehicles per hour during the AM peak hour and 783 vehicles per hour during the PM peak hour. Project trip generation includes adjustments for pass-by trips and internal capture trips.

The Project would result in a net decrease of 120 trips in AM peak hour, and a net decrease of 139 trips in PM peak hour compared to the estimated trip generation from the currently approved land uses in the Menifee North Specific Plan. The Project would add approximately 2,880 additional daily trips compared to the approved land uses.

Reduced Project Intensity Alternative (RPIA)

Under the Reduced Project Intensity Alternative (RPIA) the multi-family residential acreage of the Project (30.06 acres) would be developed at the lower end of the density range allowed in the Specific Plan (14.1 dwelling units/acre). In total, 423 attached multi-family units would be under the RPIA. This is a decrease of 214 dwelling units (or 33.6%) on the Project site, when compared to the proposed Project.

No other alternatives to the proposed Project are given consideration or evaluated in this Chapter since no other practical or feasible alternatives have been proposed. For example, a light industrial or commercial project would have limited demand in this area since the City's desire is to locate these uses within other portions of the City, and due to the lack of any rationale for a light industrial use to locate in this general project area. Alternative locations have been dismissed from this subchapter because they were not under the control of the applicant. Analysis of an alternative site is therefore not feasible. Finally, a substantially lower density, with substantially fewer dwelling units would not generate sufficient funds to meet the goals of the Project proponent.

The following sources were used for the analysis in this Chapter:

- Menifee North Specific Plan No. 260, Amendment No. 2;
- City of Menifee General Plan; and

- City of Menifee General Plan EIR.

5.2 NO PROJECT ALTERNATIVE (NPA)

5.2.1 Overview of the NPA

The No Project Alternative (NPA) is required under CEQA to evaluate the environmental effects associated with no action on the part of the Lead Agency. The NPA assumes the property remains in its current state – vacant land.

Aesthetics

The NPA would not result in any change to the current aesthetics of the Project site. The Project site is currently vacant. Topographically, the subject property is comprised of a flat alluvial plain. Elevations range from a low of 1,465 feet above mean sea level (AMSL) at the southwestern corner of the property to a high of 1,495 feet AMSL at the northeastern property corner. A watercourse parallels the southern boundary of the property but does not represent a permanent source of water. Instead, this feature serves to contain intermittent drainage, primarily from irrigation run-off. A permanent source of water is not located within the Project boundaries.

As stated in Subchapter 4.2 of this DEIR, the existing visual setting of the proposed Project site will be permanently altered. The intensification of the Project's disturbance and development greater than that which presently occurs on the site results in an unavoidable impact of the proposed Project, primarily to the existing, surrounding vacant uses. But, as discussed in 4.2.4, Project Impacts, this impact has been determined to be a less than significant aesthetic impact as it relates to development to the north, south, and west. This proposed Project as implemented will continue to implement the Goals and Policies of the General Plan. While the impacts are unavoidable, they are not considered significant, or adverse. Aesthetic impacts from the NPA would be less than those of the proposed Project; even though the Project will improve the aesthetics of the site.

Agriculture and Forest Resources

The NPA would retain the property in its current use and no adverse impact to any agricultural resources would occur under this alternative. The current General Plan Land Use designation on the Project site is Specific Plan (SP). The zoning classification on the Project site is Specific Plan (SP). SP260, A3 proposes the following:

- PA11 Very High Density Residential (VHDR), 29.35 acres;
- PA12 Commercial Retail (CR) / Very High Density Residential (VHDR), 9.2 acres;
- PA13 Commercial Retail (CR), 15.42 acres; and
- PA14 Commercial Retail (CR), 9.27 acres.

Very High Density Residential (VHDR) is defined as having a density range of 14.1-24 dwelling units per acre. Commercial Retail (CR) would allow for a Floor Area Ration of 0.35.

Based on the data and the analysis performed in Initial Study, the proposed Project is not forecast to cause any significant adverse impacts to agricultural resources or resource value. No unavoidable significant impact to agricultural resources will result from implementing the proposed Project. The Project's impact to agricultural resources is a less than significant adverse impact.

Under the NPA there would be no conversion of the site to urban/suburban residential uses. The

NPA alternative has no impact on agricultural and forest resources, which is less than the proposed Project.

Air Quality

Since no construction activity would occur, the NPA would not have any short-term impacts on air quality other than that caused by occasional fugitive dust from the vacant Project site. Also, no new long-term sources of air pollution would result from increased traffic or increased use of energy resources at the site.

According to the evaluation in Subchapter 4.3, the Project-specific evaluation of emissions demonstrates that even after implementation of **Standard Conditions SC-AQ-1**, **SC-AQ-2**, and incorporation of Mitigation Measures **MM-AQ-2** through **MM-AQ-8**, the Project will result in a cumulatively considerable net increase of NO_x for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. All other criteria pollutants are below thresholds.

Given that the proposed density of multiple-family residences was not anticipated under the existing General Plan land use designation, the proposed land uses would intensify the development and associated population projections planned for under the City's General Plan. Therefore, the Project would conflict with and exceed the assumptions used to develop the AQMP. It should be noted that the Project impacts are within the SCAQMD standards with mitigation incorporated for all criteria pollutants except NO_x. However, this inconsistency can only be corrected when SCAQMD amends AQMP based on updated Southern California Association of Governments (SCAG) growth projections after the Project has been approved.

SCAG periodically revises growth projections based on local General Plan Housing and Land Use Element Updates, and SCAQMD incorporated revised growth projections into AQMP assumptions. Therefore, the inconsistency would eventually be addressed and incorporated in to the regional air quality plan.

It is beyond the scope of the Project to affect when regional agencies update regional growth forecasts and plans; therefore, no mitigation is feasible at the Project-level. Impacts will remain significant and unavoidable.

Overall, air quality emissions from the NPA would be less than those of the proposed Project and an unavoidable significant adverse impact would be eliminated under this alternative.

Biological Resources

The NPA would not result in a change to the existing biology of the Project site. The biology information presented in the Initial Study indicates that due to the lack of significant biological resources within the proposed Project site, the Project is not forecast to cause any direct significant unavoidable adverse impact to sensitive biological resources. With adherence to **Standard Condition SC-BIO-1**, and incorporation of **Mitigation Measures MM-BIO-1** through **MM-BIO-3**, the Project has been determined to be consistent with the MSHCP. Thus, based on the lack of significant onsite biological resources and the mitigation that must be implemented to control potential site-specific impacts on biological resources, the proposed Project is not forecast to cause significant unavoidable adverse impacts to biological resources. Project biology impacts are less than significant.

The NPA would have less overall impact to biological resources than the proposed Project, but

neither alternative would have any significant biological resource impacts.

Energy

The NPA would not result in an increase the site's demand for energy due to its existing, undeveloped state.

The proposed Project would increase consumption of energy for space and water heating, air conditioning, lighting, and operation of miscellaneous equipment and appliances. According to the evaluation in Subchapter 4.4, the proposed Project will result in an incremental use of energy during construction and operations. The energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The proposed Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Any impacts would be reduced to a less than significant level with adherence to **Mitigation Measures MM-ENR-1** through **MM-ENR-7** and with the incorporation of **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5**.

Therefore, based on this information, the NPA would have no impact to energy resources, which is less than the proposed Project.

Geology and Soils

The NPA would not involve additional development on the site; therefore, no people or structures are subject to onsite geological constraints. According to the geotechnical study summarized for the Project site in the IS, no unavoidable significant adverse geology or soil impacts have been identified on the Project site. The Project site is mapped as a "High B" sensitivity area, denoting a high sensitivity for paleontological resources. Areas classified as high sensitivity may contain buried paleontological deposits at or below 4 feet of depth and may be impacted during construction. It is possible that potentially significant prehistoric remains could be found, since buried fossils often go undetected during a walkover survey. Prehistoric remains may have been buried by erosional sediments accumulating in this area and masked by existing pavement.

Standard Conditions SC-GEO-1 through **SC-GEO-3**, **SC-AQ-1**, and **SC-HYD-1** and **SC-HYD-2,** have been identified, that must be implemented to control exposure to potentially strong seismic ground shaking, seismic ground shaking – including liquefaction, soil erosion and loss of topsoil, lateral spreading, subsidence, expansive soils and collapse as well as impacts to paleontological resources. With implementation of the recommended design measures, structures and future residents or inhabitants of these structures, can be adequately protected. The Project can be implemented without causing or experiencing significant unavoidable adverse geology or soil impacts.

The NPA has no risk to structures and future residents; however, neither alternative would result in any significant geology and soil impacts.

Greenhouse Gases

Since no construction activity would occur, the NPA would not have any short-term impacts on Greenhouse Gas (GHG) emissions. No new permanent sources of GHG emissions would result from increased traffic or increased use of energy resources at the site.

According to the evaluation in Subchapter 4.5, implementation of **Mitigation Measure MM-GHG-1**

through **Mitigation Measure MM-GHG-7**, emission rates will be below applicable significance thresholds (SCAQMD Tier 4 2020 Target Service Population Threshold of 4.8 $MTCO_2e$/year/SP). With implementation of these mitigation measures, impacts would be reduced to a less than significant level. Project-related GHG emissions are not considered to be significant or adverse and will not result in an unavoidable significant adverse impact on global climate change.

Overall, there would be no GHG emissions from the NPA. This would be substantially less than those of the proposed Project; however, neither alternative would have any significant GHG emission impacts.

Hazards and Hazardous Materials

The NPA would not result in any change to the current hazards and hazardous materials of the Project site. The Project site is currently vacant. Topographically, the subject property is comprised of a flat alluvial plain. Elevations range from a low of 1,465 feet above mean sea level (AMSL) at the southwestern corner of the property to a high of 1,495 feet AMSL at the northeastern property corner. A watercourse parallels the southern boundary of the property but does not represent a permanent source of water. Instead, this feature serves to contain intermittent drainage, primarily from irrigation run-off. A permanent source of water is not located within the Project boundaries.

The Project will change the land use on the Project site and create a potential for certain adverse impacts regarding hazards and hazardous materials issues both during construction and occupancy. There will be some adverse impacts as a result of implementing the Project. However, adherence to **Standard Conditions SC-HYD-1**, **SC-HYD-2**, **SC-TR-1**, **SC-PS-1**, **SC-PS-2** and incorporation of **Mitigation Measures MM-HAZ-1** and **MM-HAZ-2** these potential Project specific and cumulative (direct and indirect) effects to a less than significant impact level for hazards and hazardous material issues. Thus, the Project is not forecast to cause any unavoidable significant adverse hazards or hazardous material impacts. The Project hazard and hazardous material impacts are less than significant.

Therefore, there would be no hazards and hazardous materials resources impacts from the NPA. However, neither alternative would have any significant hazards and hazardous materials impacts.

Hydrology and Water Quality

Under the NPA, the existing site would remain vacant. The current hydrology would remain the same; however, pollutants are not being treated on site and runoff can exit the site untreated.

The Project has a potential to result in generation of new pollutants from the proposed urban/suburban environment that can degrade water quality. However, through a combination of design measures included in the drainage design (Project Specific) and **Standard Conditions SC-HYD-1** through **SC-HYD-6**, these potential hydrology and water quality impacts can be controlled to a less than significant impact level. The Project will not cause unavoidable significant hydrology or water quality impacts. Project hydrology and water quality impacts are less than significant.

Therefore, hydrology/water quality resources (primarily water quality) resources impacts from the NPA would be greater than those of the proposed Project; however, neither would result in a significant impact to hydrology and water quality resources.

Land Use and Planning

Under the NPA, the Project site would remain vacant and would not be converted to residential, commercial, business park and recreational uses.

As described in Subchapter 4.8, the proposed Project would not represent a change to the City's General Plan Land Use plan and the City's Zoning Map, but it would represent a change to the Specific Plan. Based on the data and analysis presented in Subchapter 4.8, implementation of the proposed Project will not cause significant unavoidable adverse impacts relative to the land use and planning in the City of Menifee.

Therefore, there would be no land use/planning impacts from the NPA. However, neither will result in a significant impact to land use and planning resources.

Mineral Resources

As described in the IS, the Project site and surrounding area do not contain any existing mineral development or any identified potential for mineral resource development. Based on these data, the proposed Project has no potential to cause any unavoidable adverse impact to mineral resources or values in Riverside County.

Based on this finding, neither implementation of the NPA or the proposed Project has any potential to cause adverse impacts to mineral resources.

Noise

Since no construction activity would occur, the NPA would not generate any short- or long-term construction noise impacts. The Project site is vacant; therefore, under the NPA no noise would be generated from the site.

Project construction will not result in exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan, as implemented by the City's Noise Ordinance. With adherence to **Standard Conditions SC-NOI-1**, and **SC-NOI-2**, and implementation of **Mitigation Measures MM-NOI-1** through **MM-NOI-5** construction-related noise impacts will be reduced to a less than significant level. During operations, the Project will be required to implement **Mitigation Measures MM-NOI-6** and **MM-NOI-7** to address noise impacts onto proposed residential units. With implementation of **Mitigation Measures MM-NOI-6** and **MM-NOI-7**, operational impacts will be reduced to less than significant level.

As vibration levels would generally not be perceptible to the average person and would not result in cosmetic nor structural damage to buildings, vibration impacts from Project construction would be less than significant.

No unavoidable, significant adverse noise impacts will occur as a result of Project implementation. There would be no noise impacts from the NPA. However, neither will result in a significant impact to noise resources.

Population and Housing

With the NPA, none of the 637 multi-family units would be built, and the projected population increase in the local area of approximately 2,293 persons from the proposed Project would not occur. As shown in Subchapter 4.10, the proposed Project would cumulatively exceed official regional or local

population projections; however, it would not induce substantial population growth in an area, either directly or indirectly. Therefore, implementation of the proposed Project will not cause significant unavoidable adverse population and housing impacts relative to the existing population and housing forecasts for the City of Menifee and Riverside County.

There will be no population and housing impacts from the NPA. However, neither will result in a significant impact to population and housing resources.

Public Services

Fire Protection and Emergency Response Services

The NPA would not result in the creation of additional demand for fire protection and emergency response services. As shown in Subchapter 4.11, even though the Project will cause an unavoidable change or increase in demand for fire protection and emergency response services and other non-safety services within the City, mandatory offsets (**Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**) and incorporation of **Mitigation Measure MM-PS-1**, are available to reduce this potential impact through expansion of service capability to a less than significant impact level on these services. **MM PS-1** will address other non-safety impacts of the Project. Project fire protection and emergency response services impacts are less than significant.

Neither alternative would cause a significant impact on fire protection and emergency response services but impacts from the NPA would be substantially less than the proposed Project.

Police Protection Services

The NPA would not result in the creation of additional demand for police protection services. As shown in Subchapter 4.11, even though the Project will cause an unavoidable change or increase in demand for police protection services within the City, with **Mitigation Measure MM-PS-1**, payment of DIF (**Standard Condition SC-PS-3**), Police Department review of plans (**Standard Condition SC-PS-4**), and through the annual taxes generated by the proposed Project, any potential impact through expansion of police protection services will be less than significant. **MM PS-1** will address other non-safety impacts of the Project.

Neither alternative would cause a significant impact on police protection services but impacts from the NPA would be substantially less than the proposed Project.

Schools

The NPA would not result in the creation of additional demand for school capacity. School operations would remain unaffected by development on the Project site. The school districts servicing the proposed Project and vicinity would be unavoidably impacted by the Project specific and cumulative impacts from the population generated by the proposed residential units. Because of the existing regulations and based on the analysis presented previously, all potential direct impacts of the Project and cumulative impacts are considered to be less than significant with the payment of statutory impact fees (**Standard Condition SC-PS-5**). The basis for this conclusion is that adequate funding will be generated to meet the new demand for School Services with the two school districts, RSD and PUHSD in accordance with state law. This will preclude the Project from creating any unavoidable significant adverse impact. Project school impacts are less than significant.

Neither alternative would cause a significant impact on school system services but impacts from the NPA would be substantially less than the proposed Project.

Libraries

The NPA would not create any additional demand upon existing library services within the Project area. No development impact fees for libraries would be generated. The libraries servicing the proposed Project and vicinity would be unavoidably impacted by the Project specific and cumulative impacts from the population generated by the proposed residential units. Because of the existing regulations and based on the analysis presented previously, all potential direct impacts of the Project and cumulative impacts are considered to be less than significant with the payment of statutory DIF (**Standard Condition SC-PS-6**). This will preclude the Project from creating any unavoidable significant adverse impact.

Neither alternative would cause significant impacts on library services, but the NPA impact would be less than that of the proposed Project.

Recreation Resources

Under the NPA, no additional demand for parks, trails, and recreation facilities would be created. As outlined in Subchapter 4.12, the existing recreation resources and system in the vicinity of the proposed Project would be impacted by the Project from the new residential units and associated population. The Project will result in the development of private recreation facilities, installment of sidewalks, trails and bike lanes, and pay in-lieu fees in order to comply with the Quimby or Park and Recreation Mitigation Act Fees (as implemented under Municipal Code Section 9.55 or 9.56, reference **Standard Condition SC-PS-5** and **Standard Condition SC-PS-6**) and pay Development Impact Fees per Ordinance No. 17-232. This will ensure that the proposed Project will not cause significant unavoidable adverse impacts to the area recreation resources.

There will be no impacts to recreation resources impacts from the NPA. However, neither will result in a significant impact to recreation resources.

Transportation

The NPA would not increase site-generated traffic above current levels and therefore, would not contribute to the need for area-wide off-site road improvements. According to Subchapter 4.13, the proposed Project will install adjacent roadways to General Plan standards and will pay fair share funds to improvements on area roadways and provide payment of TUMF and DIF. As part of the analysis contained in the *TIA*, cumulative impacts were analyzed for Project Opening Year 2023, and with cumulative traffic conditions. Even with the implementation of **Mitigation Measure MM-TR-1** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road. The Project's impact for Project opening year traffic conditions would be considered significant and unavoidable. Lastly, even with the implementation of **Mitigation Measure MM-TR-2** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I-215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road. The Project will also be required to implement **Mitigation Measures MM-TR-3** through **MM-TR-7**, **Standard Conditions SC-TR-1**, **SC-TR-2**, and **SC-TR-3** and Project Design Features (DF) **DF-1** through **DF-4**.

There would be no transportation resources impacts from the NPA. The proposed Project will have greater impacts than the NPA.

Tribal Cultural Resources

The NPA would not result in a change to the existing tribal cultural resources of the Project site. As

described in Subchapter 4.14, all potential tribal cultural resources impacts would be limited and can be reduced to a less than significant impact level with adherence to **Standard Condition SC-CUL-1** through **SC-CUL-8**. As a result, there will not be any unavoidable Project specific or cumulative adverse impacts to tribal cultural resources from implementing the Project as proposed. The Project tribal cultural resource impacts are less than significant.

There will be no tribal cultural resources impacts from the NPA. However, neither will result in a significant impact to tribal cultural resources.

Cultural Resources

The NPA would not result in a change to the existing cultural resources of the Project site and would not introduce large numbers of people into the area which can cause indirect impacts to cultural resources. Based on the cultural resources information presented in Subchapter 4.15, all potential cultural, archaeological, and/or paleontological resources impacts would be limited and can be reduced to a less than significant impact level with adherence to **Standard Condition SC-CUL-1** through **SC-CUL-8**. As a result, there will not be any unavoidable Project specific or cumulative adverse impacts to cultural and/or archaeological resources from implementing the Project as proposed. The Project cultural and/or archaeological resource impacts are less than significant.

The NPA would have no impact to cultural resources. However, neither will result in a significant impact to cultural resources.

Utilities and Service Systems

Solid Waste

The NPA would not create an increase in the amount of solid waste generated on the Project site beyond what is currently being generated. Implementation of the Project will result in the additional generation of construction and operational solid waste. Standard conditions address construction debris recycling and reuse to achieve a reduction in waste beyond the City requirement of a 50 percent reduction by weight. Implementation of this measure would reduce the construction waste from the Project at a higher level than required by the City. Therefore, no significant and unavoidable impacts are anticipated.

There would be no solid waste resources impacts from the NPA. However, neither will result in a significant impact to utilities and service systems – solid waste resources.

Water, Sewer, Stormwater, Electricity, Natural Gas and Telecommunications

The NPA is currently vacant and no additional use of these utilities would result from implementing this alternative beyond what is already occurring. Even though the Project will cause an unavoidable change in the demand for these utility systems, these various systems can be expanded to meet this increased demand and the facilities required to sustain these systems can be installed without causing an unavoidable significant adverse impact. Still, due to the scale of the proposed Project, the overall impacts will be substantially greater than the NPA.

There would be no impacts from the NPA. However, neither will result in a significant impact to utilities and service systems – water, sewer, stormwater, electricity, natural gas and telecommunications resources.

Wildfire

The NPA will remain vacant and no additional exposure to wildfires would result from implementing this alternative beyond what is already occurring. There would be no wildfire resources impacts from the NPA. Neither alternative would cause a significant adverse impact to wildfire resources.

5.2.2 Summary of the NPA

With respect to the NPA, Project objectives are not attained because no development is included as a part of the NPA.

Regardless, development of the NPA alternative would result in the following impacts:

Similar Impacts to Project

- Mineral Resources

Lesser Impacts than Project

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Energy
- Geology and Soils
- Greenhouse Gasses
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Population and Housing
- Public Services - Fire Protection and Emergency Response Services
- Public Services – Police Protection Services
- Public Services – Schools
- Public Services – Libraries
- Recreation
- Transportation
- Tribal Cultural Resources
- Cultural Resources
- Utilities and Service Systems - Solid Waste
- Utilities and Service Systems - Water, Sewer, Stormwater, Electricity, Natural Gas and Telecommunications
- Utilities and Service Systems - Energy
- Wildfire

Greater Impacts than Project

- Hydrology and Water Quality

5.3 EXISTING SPECIFIC PLAN ALTERNATIVE (ESPA)

5.3.1 Overview of the ESPA

A second alternative of developing the Project site under the existing Specific Plan Land Use designation will be considered in this document. This will be referred to as the Existing Specific Plan Alternative (ESPA). Under the ESPA, the existing uses in Planning Areas 11, 12 and 13 would remain general office and general retail and commercial. The entirety of the Project site will be developed, thereby resulting in similar construction impacts to the proposed Project. Operational impacts of the ESPA will be different than the proposed Project, primarily due to an increase in daily trips from the proposed Project and the associated impacts to air quality, greenhouse gasses and noise.

Aesthetics

The ESPA will change the existing visual setting of the Project site. Similar to the Project, as stated in Subchapter 4.2 of this DEIR, the existing visual setting of the proposed Project site will be permanently altered. The intensification of the Project's disturbance and development greater than that which presently occurs on the site results in an unavoidable impact of the proposed Project, primarily to the existing, surrounding vacant uses. But, as discussed in 4.2.4, Project Impacts, this impact has been determined to be a less than significant aesthetic impact as it relates to development to the north, south, and west. This proposed Project as implemented will continue to implement the Goals and Policies of the General Plan. While the impacts are unavoidable, they are not considered significant, or adverse.

While the uses are different, the aesthetic impacts from the ESPA would be similar to those of the proposed Project in terms of suburban/urban scale of development; with impacts being unavoidable; however, they are not considered significant, or adverse.

Agriculture and Forest Resources

Based on the data and the analysis performed in Initial Study, the proposed Project is not forecast to cause any significant adverse impacts to agricultural resources or resource value. No unavoidable significant impact to agricultural resources will result from implementing the proposed Project. The Project's impact to agricultural resources is a less than significant adverse impact.

The ESPA would cause a similar impact on agricultural and forest resources as the proposed Project; with impacts being less than significant.

Air Quality

According to the evaluation in Subchapter 4.3, the Project-specific evaluation of emissions demonstrates that even after implementation of **Standard Conditions SC-AQ-1**, **SC-AQ-2**, and incorporation of Mitigation Measures **MM-AQ-2** through **MM-AQ-8**, the Project will result in a cumulatively considerable net increase of NO_x for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. All other criteria pollutants are below thresholds.

Given that the proposed density of multiple-family residences was not anticipated under the existing General Plan land use designation, the proposed land uses would intensify the development and associated population projections planned for under the City's General Plan. Therefore, the Project would conflict with and exceed the assumptions used to develop the AQMP. It should be noted that

the Project impacts are within the SCAQMD standards with mitigation incorporated for all criteria pollutants except NO_x. However, this his inconsistency can only be corrected when SCAQMD amends AQMP based on updated Southern California Association of Governments (SCAG) growth projections after the Project has been approved.

SCAG periodically revises growth projections based on local General Plan Housing and Land Use Element Updates, and SCAQMD incorporated revised growth projections into AQMP assumptions. Therefore, the inconsistency would eventually be addressed and incorporated in to the regional air quality plan.

It is beyond the scope of the Project to affect when regional agencies update regional growth forecasts and plans; therefore, no mitigation is feasible at the Project-level. Impacts will remain significant and unavoidable.

The ESPA will generate short-term and long-term air emissions associated with commercial and business park uses. Overall, long term air pollutant emissions from the ESPA most probably remain significant and avoidable; however, they would be less than those of the proposed Project due to an overall reduction of 2,880 daily vehicle trips. It is anticipated that operational air quality impacts for the ESPA will be within the SCAQMD standards with mitigation incorporated for all criteria pollutants except NO_x, which are associated with vehicle exhaust emissions. The ESPA was used in the growth projections based on local General Plan Housing and Land Use Element Updates, and SCAQMD incorporated revised growth projections into AQMP assumptions. Therefore, the ESPA is consistent with these assumptions. Therefore, both alternatives will result in similar air quality impacts during both construction and operations. Operational impacts for all criteria pollutants (except NO_x) will be below SCAQMD thresholds. The ESPA will result in slightly less air quality impacts due to the fact that it is consistent with AQMP land use assumptions and that some of the mitigation measures required for the proposed Project (i.e., MM-AQ-4 and MM-AQ-7) are applicable to residential projects and would not apply to the ESPA, which is entirely non-residential.

Biological Resources

The ESPA would change the existing biology of the entirety of the Project site. The biology information presented in the Initial Study indicates that due to the lack of significant biological resources within the proposed Project site, the Project is not forecast to cause any direct significant unavoidable adverse impact to sensitive biological resources. With adherence to **Standard Condition SC-BIO-1**, and incorporation of **Mitigation Measures MM-BIO-1** through **MM-BIO-3**, the Project has been determined to be consistent with the MSHCP. Thus, based on the lack of significant onsite biological resources and the mitigation that must be implemented to control potential site-specific impacts on biological resources, the proposed Project is not forecast to cause significant unavoidable adverse impacts to biological resources. Project biology impacts are less than significant.

Therefore, based on this information, the ESPA would have a comparable impact to biological resources like the proposed Project, but neither alternative would have any significant biological resource impacts.

Energy

The ESPA would change the existing energy resource consumption of the entirety of the Project site.

The proposed Project would increase consumption of energy for space and water heating, air conditioning, lighting, and operation of miscellaneous equipment and appliances. According to the

evaluation in Subchapter 4.4, the proposed Project will result in an incremental use of energy during construction and operations. The energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Any impacts would be reduced to a less than significant level with the incorporation of **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5** and **Mitigation Measures MM-ENR-1** through **MM-ENR-7**.

Therefore, based on this information, the ESPA would have a comparable overall impact to energy resources as the proposed Project, but neither alternative would have any significant energy resource impacts with implementation of standard conditions.

Geology and Soils

The ESPA would change the existing geology and soils resources of the entirety of the Project site.

The proposed Project includes a geotechnical study that identifies the Project area as susceptible to seismic and geological hazards, such as ground shaking. significant adverse geology or soil impacts have been identified on the Project site. The Project site is mapped as a “High B” sensitivity area, denoting a high sensitivity for paleontological resources. Areas classified as high sensitivity may contain buried paleontological deposits at or below 4 feet of depth and may be impacted during construction. It is possible that potentially significant prehistoric remains could be found, since buried fossils often go undetected during a walkover survey. Prehistoric remains may have been buried by erosional sediments accumulating in this area and masked by existing pavement.

Standard Conditions SC-GEO-1 through **SC-GEO-3**, **SC-AQ-1**, and **SC-HYD-1** and **SC-HYD-2,** have been identified, that must be implemented to control exposure to potentially strong seismic ground shaking, seismic ground shaking – including liquefaction, soil erosion and loss of topsoil, lateral spreading, subsidence, expansive soils and collapse as well as impacts to paleontological resources. With implementation of the recommended design measures, structures and future residents or inhabitants of these structures, can be adequately protected. The Project can be implemented without causing or experiencing significant unavoidable adverse geology or soil impacts.

The ESPA would have a comparable overall impact to geology and soils resources as the proposed Project, but neither alternative would have any significant geology and soils resources impacts with implementation of standard conditions.

Greenhouse Gases

The ESPA would have short-term impacts on Greenhouse Gas (GHG) emissions associated with site preparation and grading. The ESPA would also generate new permanent sources of GHG emissions from increased traffic or increased use of energy resources at the site.

According to the evaluation in Subchapter 4.5, implementation of **Mitigation Measure MM-GHG-1** through **Mitigation Measure MM-GHG-7**, emission rates will be below applicable significance thresholds (SCAQMD Tier 4 2020 Target Service Population Threshold of 4.8 $MTCO_2e$/year/SP). With implementation of these mitigation measures, impacts would be reduced to a less than significant level. Project-related GHG emissions are not considered to be significant or adverse and will not result in an unavoidable significant adverse impact on global climate change.

Overall, GHG emissions from the ESPA would be similar to those of the proposed Project, but neither alternative would have any significant GHG emission impacts.

Hazards and Hazardous Materials

The Project site is currently vacant. Topographically, the subject property is comprised of a flat alluvial plain. Elevations range from a low of 1,465 feet above mean sea level (AMSL) at the southwestern corner of the property to a high of 1,495 feet AMSL at the northeastern property corner. A watercourse parallels the southern boundary of the property but does not represent a permanent source of water. Instead, this feature serves to contain intermittent drainage, primarily from irrigation run-off. A permanent source of water is not located within the Project boundaries.

The Project will change the land use on the Project site and create a potential for certain adverse impacts regarding hazards and hazardous materials issues both during construction and occupancy. There will be some adverse impacts as a result of implementing the Project. However, adherence to **Standard Conditions SC-HYD-1**, **SC-HYD-2**, **SC-TR-1**, **SC-PS-1**, **SC-PS-2** and incorporation of **Mitigation Measures MM-HAZ-1** and **MM-HAZ-2** reduces these potential Project specific and cumulative (direct and indirect) effects to a less than significant impact level for hazards and hazardous materials issues. Thus, the Project is not forecast to cause any unavoidable significant adverse hazards or hazardous material impacts. The Project hazard and hazardous material impacts are less than significant.

Hazards and hazardous materials resources impacts from the ESPA would be similar to those of the proposed Project. Based on this finding, neither implementation of the ESPA or the proposed Project has any potential to cause adverse impacts to such resources.

Hydrology and Water Quality

Under the ESPA, the current site hydrology would change, and pollutants will need to be treated on site; as any runoff cannot exit the site untreated. As outlined in Subchapter 4.7, the Project has a potential to result in generation of new pollutants from the proposed urban/suburban environment that can degrade water quality. However, through a combination of design measures included in the drainage design (Project Specific) and **Standard Conditions SC-HYD-1** through **SC-HYD-6**, these potential hydrology and water quality impacts can be controlled to a less than significant impact level. The Project will not cause unavoidable significant hydrology or water quality impacts. Project hydrology and water quality impacts are less than significant.

Therefore, hydrology/water quality resources (primarily water quality) resources impacts from the ESPA would be similar to those of the proposed Project. Based on this finding, neither implementation of the ESPA or the proposed Project has any potential to cause adverse impacts to such resources.

Land Use and Planning

Under the ESPA, there would be no need for amendment of the General Plan or zoning. As described in Subchapter 4.8, the proposed Project would not represent a change to the City's General Plan Land Use plan and the City's Zoning Map, but it would represent a change to the Specific Plan. Based on the data and analysis presented in Subchapter 4.8, implementation of the proposed Project will not cause significant unavoidable adverse impacts relative to the land use and planning in the City of Menifee.

Therefore, land use/planning impacts from the ESPA would be less than those of the proposed Project. Based on this finding, neither implementation of the ESPA or the proposed Project has any potential to cause adverse impacts to such resources.

Mineral Resources

As described in the IS, the Project site and surrounding area do not contain any existing mineral development or any identified potential for mineral resource development. Based on these data, the proposed Project has no potential to cause any unavoidable adverse impact to mineral resources or values in the City of Menifee.

Impacts to mineral resources from the ESPA would be similar to the impacts generated by the proposed Project. Based on this finding, neither implementation of the ESPA or the proposed Project has any potential to cause adverse impacts to such resources.

Noise

According to the evaluation in Subchapter 4.9, Project construction will not result in exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan, as implemented by the City's Noise Ordinance. With adherence to **Standard Conditions SC-NOI-1**, and **SC-NOI-2**, and implementation of **Mitigation Measures MM-NOI-1** through **MM-NOI-5** construction-related noise impacts will be reduced to a less than significant level. During operations, the Project will be required to implement **Mitigation Measures MM-NOI-6** and **MM-NOI-7** to address noise impact onto proposed residential units. With implementation of **Mitigation Measures MM-NOI-6** and **MM-NOI-7**, operational impacts will be reduced to less than significant level.

As vibration levels would generally not be perceptible to the average person and would not result in cosmetic nor structural damage to buildings, vibration impacts from Project construction would be less than significant.

Therefore, no unavoidable, significant adverse noise impacts will occur as a result of Project implementation.

The ESPA would generate both short- and long-term, noise impacts - during construction and operations. Construction noise impacts would be similar to the proposed Project, as both alternaitves will result in grading activities over the entire site. Operational noise impacts from the ESPA would result from on-site equipment, autos, trucks and HVAC equipment. Similar to the proposed Project, standard conditions, design features and potentially mitigation measures will be required to reduce noise impacts to adjacent sensitive receptors to a less than significant level, in accordance with City of Menifee requirements. Therefore, no unavoidable, significant adverse noise impacts would be anticipated as a result of implementation of the ESPA.

Therefore, noise impacts from the ESPA would be similar to those of the proposed Project.

Population and Housing

With the ESPA, none of the 637 multi-family units would be built, and the projected population increase in the local area of approximately 2,293 persons from the proposed Project would not occur. As shown in Subchapter 4.10, the proposed Project would cumulatively exceed official regional or local population projections; however, it would not induce substantial population growth in an area, either directly or indirectly. Therefore, implementation of the proposed Project will not cause significant unavoidable adverse population and housing impacts relative to the existing population

and housing forecasts for the City of Menifee and Riverside County.

The effects of the ESPA are less than those of the proposed Project because no dwelling units would be developed under the ESPA.

Public Services

Fire Protection and Emergency Response Services

The ESPA would result in the creation of additional demand for fire protection and emergency response services. As shown in Subchapter 4.11, even though the Project will cause an unavoidable change or increase in demand for fire protection and emergency response services and other non-safety impacts within the City, mandatory offsets (**Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**) and incorporation of **Mitigation Measure MM-PS-1**, are available to reduce this potential impact through expansion of service capability to a less than significant impact level on these services. **MM PS-1** will address other non-safety impacts of the Project. Project fire protection and emergency response services impacts are less than significant.

Neither alternative would cause a significant impact on fire protection and emergency response services and impacts from the ESPA would be similar to those of the proposed Project.

Police Protection Services

The ESPA would result in the creation of additional demand for police protection services. As shown in Subchapter 4.11, even though the Project will cause an unavoidable change or increase in demand for police protection services within the City, with **Mitigation Measure MM-PS-1**, the payment of DIF (**Standard Condition SC-PS-3**), Police Department review of plans (**Standard Condition SC-PS-4**), and through the annual taxes generated by the proposed Project, any potential impact through expansion of police protection services will be less than significant. **MM PS-1** will address other non-safety impacts of the Project.

Neither alternative would cause a significant impact on police protection services and impacts from the ESPA would be similar to those of the proposed Project.

Schools

The ESPA would not directly result in the creation of additional demand for school capacity. School operations would remain unaffected by development on the Project site. The school districts servicing the proposed Project and vicinity would be unavoidably impacted by the Project specific and cumulative impacts from the population generated by the proposed residential units. Because of the existing regulations and based on the analysis presented previously, all potential direct impacts of the Project and cumulative impacts are considered to be less than significant with the payment of statutory impact fees (**Standard Condition SC-PS-5**). The basis for this conclusion is that adequate funding will be generated to meet the new demand for School Services with the two school districts, RSD and PUHSD in accordance with state law. This will preclude the Project from creating any unavoidable significant adverse impact. Project school impacts are less than significant.

The ESPA would not have a direct impact on schools, as no residential units are proposed. Neither alternative would cause a significant impact on school system services. Impacts from the ESPA would be less than those of the proposed Project.

Libraries

The ESPA would not create any additional demand upon existing library services within the Project area. No development impact fees for libraries would be generated. The libraries servicing the proposed Project and vicinity would be unavoidably impacted by the Project specific and cumulative impacts from the population generated by the proposed residential units. Because of the existing regulations and based on the analysis presented previously, all potential direct impacts of the Project and cumulative impacts are considered to be less than significant with the payment of statutory DIF (**Standard Condition SC-PS-6**). This will preclude the Project from creating any unavoidable significant adverse impact.

The ESPA would not have a direct impact on libraries, as no residential units are proposed. Neither alternative would cause significant impacts on library services, but the ESPA impacts would be less than those of the proposed Project.

Recreation

Under the ESPA, no additional demand for parks, trails, and recreation facilities would be created. As outlined in Subchapter 4.12, the existing recreation resources and system in the vicinity of the proposed Project would be impacted by the Project from the new residential units and associated population. The Project will result in the development of private recreation facilities, installment of sidewalks, trails and bike lanes, and pay in-lieu fees in order to comply with the Quimby or Park and Recreation Mitigation Act Fees (as implemented under Municipal Code Section 9.55 or 9.56 reference **Standard Condition SC-PS-5** and **Standard Condition SC-PS-6**) and pay Development Impact Fees per Ordinance No. 17-232. This will ensure that the proposed Project will not cause significant unavoidable adverse impacts to the area recreation resources.

The ESPA would not have a direct impact on recreation resources, as no residential units are proposed. Recreation resources impacts from the ESPA would be less than those of the proposed Project.

Transportation

Table 5-1, *Approved Menifee North Specific Plan Trip Generation* (Section 5.1) shows the Approved Menifee North Specific Plan Trip Generation allowances. The proposed development is projected to add a net total of approximately 8,472 total trip-ends per day, with 580 vehicles per hour during the AM peak hour and 922 vehicles per hour during the PM peak hour.

Table 5-1
Approved Menifee North Specific Plan Trip Generation

Planning Area	Land Use	ITE Code	Quantity	Units[1]	Peak Hour						Daily
					AM			PM			
					In	Out	Total	In	Out	Total	
11	General Office	710	263.569	TSF	263	43	306	48	255	303	2,567
12	General Office	710	160.874	TSF	160	26	186	30	155	185	1,567
13	General Retail and Commercial (Shopping Center)	820	168.900	TSF	98	60	158	309	335	644	6,378
	Pass-By Trips (25%)2				-25	-15	-40	-77	-84	-161	-1,595
	Subtotal (with Pass-By Discount)				74	45	119	232	251	483	4,784
Internal Capture (5%)					-25	-6	-31	-15	-33	-49	-446
Approved Specific Plan Trip Generation					**472**	**108**	**580**	**294**	**628**	**922**	**8,472**

[1] TSF = Thousand Square Feet.
[2] Building square footage is estimated as 30% of gross acreage.

Table 5-2, *Project Trip Generation* shows the daily and peak-hour trip generation for the project. The proposed development is projected to add a net total of approximately 11,352 total trip-ends per day, with 460 vehicles per hour during the AM peak hour and 783 vehicles per hour during the PM peak hour. Project trip generation includes adjustments for pass-by trips and internal capture trips.

Table 5-2
Project Trip Generation

Planning Area	Land Use	Quantity	Units [1]	Peak Hour						Daily
				AM			PM			
				In	Out	Total	In	Out	Total	
11	High Density Residential (Apartment)	484	DU	51	171	222	171	100	271	3,543
	Internal Capture Percent Reduction[3]			2%	1%	1%	46%	42%	45%	3%
	Internal Capture Trip Reduction			-1	-2	-3	-79	-42	-121	-124
	Sub-Total (with Internal Capture Discount)			50	169	219	92	58	150	3,419
12	High Density Residential (Apartment)	153	DU	16	54	70	54	32	86	1,120
	Internal Capture Percent Reduction[3]			0%	2%	1%	46%	41%	44%	3%
	Internal Capture Trip Reduction			0	-1	-1	-25	-13	-38	-39
	Sub-Total (with Internal Capture Discount)			16	53	69	29	19	48	1,081
	General Retail and Commercial (Shopping Center)	77.347	TSF[2]	45	28	73	141	153	294	2,920
	Internal Capture Percent Reduction[3]			2%	1%	2%	12%	21%	17%	2%
	Internal Capture Trip Reduction			-1	0	-1	-17	-33	-50	-51
	Sub-Total (with Internal Capture Discount)			44	28	72	124	120	244	2,869
	Less 25% Pass-by Trips			*-11*	*-6*	*-17*	*-31*	*-30*	*-61*	*-717*
	Sub-Total (with Internal Capture Discount and Pass-by Discount)			33	22	55	93	90	183	2,152
13	General Retail and Commercial (Shopping Center)	168.965	TSF[2]	98	60	158	309	335	644	6,378
	Internal Capture Percent Reduction[3]			2%	1%	2%	12%	21%	17%	2%
	Internal Capture Trip Reduction			-2	-1	-3	-38	-71	-109	-112
	Sub-Total (with Internal Capture Discount)			96	59	155	271	264	535	6,266
	Less 25% Pass-by Trips			*-24*	*-14*	*-38*	*-67*	*-66*	*-133*	*-1,566*
	Sub-Total (with Internal Capture Discount and Pass-by Discount)			72	45	117	204	198	402	4,700
Project Trip Generation (Without Pass-By)				**210**	**313**	**523**	**675**	**620**	**1,295**	**13,961**
Project Trip Generation (With Pass-By Trips)				**171**	**289**	**460**	**418**	**365**	**783**	**11,352**

[1] DU = Dwelling Units.
TSF = Thousand Square Feet.
[2] Building square footage is estimated as 30% of gross acreage.
[3] Internal capture is based on the NCHRP Report 684.

Table 5-3, *Menifee North Specific Plan Trip Generation Comparison* shows the comparison of trips between the currently allowed land uses and the proposed Project land uses. As shown in **Table 5-3** the Project would result in a net decrease of 120 trips in AM peak hour, and a net decrease of 139 trips in PM peak hour compared to the estimated trip generation from the currently approved land uses in the Menifee North Specific Plan. The Project would add approximately 2,880 additional daily trips compared to the approved land uses.

Table 5-3
Menifee North Specific Plan Trip Generation Comparison

Scenario	Peak Hour						Daily
	AM			PM			
	In	Out	Total	In	Out	Total	
Approved Specific Plan	472	108	580	294	628	922	8,472
Proposed Specific Plan	171	289	460	418	365	783	11,352
Change in Trips	**-301**	**181**	**-120**	**124**	**-263**	**-139**	**2,880**

The ESPA would increase site-generated traffic significantly above current levels and therefore, would contribute to the need for area-wide off-site road improvements. According to Subchapter 4.13, the proposed Project will install adjacent roadways to General Plan standards and will pay fair share funds to improvements on area roadways and provide payment of TUMF and DIF As part of the analysis contained in the *TIA*, cumulative impacts were analyzed for Project Opening Year 2023, and with cumulative traffic conditions. Even with the implementation of **Mitigation Measure MM-TR-1** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road. The Project's impact for Project opening year traffic conditions would be considered significant and unavoidable. Lastly, even with the implementation of **Mitigation Measure MM-TR-2** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I-215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road. The Project will also be required to implement **Mitigation Measures MM-TR-3** through **MM-TR-7**, **Standard Conditions SC-TR-1**, **SC-TR-2**, and **SC-TR-3** and Project Design Features (DF) **DF-1** through **DF-4**.

The Project would result in a net decrease of 120 trips in AM peak hour, and a net decrease of 139 trips in PM peak hour compared to the estimated trip generation from the currently approved land uses in the Menifee North Specific Plan. The Project would add approximately 2,880 additional daily trips compared to the approved land uses.

Due to this overall reduction in daily trips, transportation resources impacts from the ESPA would still remain a significant and unavoidable impact, but they would be less than those of the proposed Project.

Tribal Cultural Resources

The ESPA would result in a change to the existing tribal cultural resources of the Project site. As described in Subchapter 4.14, all potential tribal cultural resources impacts would be limited and can be reduced to a less than significant impact level with adherence to **Standard Condition SC-CUL-1** through **SC-CUL-8**. As a result, there will not be any unavoidable Project specific or cumulative adverse impacts to tribal cultural resources from implementing the Project as proposed. The Project tribal cultural resource impacts are less than significant.

Tribal cultural resources impacts from the ESPA would be similar to those of the proposed Project.

Cultural Resources

The ESPA would change the existing cultural resources of the entirety of the Project site. Based on the cultural resources information presented in Subchapter 4.15, all potential cultural, archaeological, and/or paleontological resources impacts would be limited and can be reduced to a less than

significant impact level with adherence to **Standard Condition SC-CUL-1** through **SC-CUL-8**. As a result, there will not be any unavoidable Project specific or cumulative adverse impacts to cultural and/or archaeological resources from implementing the Project as proposed. The Project cultural and/or archaeological resource impacts are less than significant.

The ESPA would have a comparable impact to cultural resources as the proposed Project; however, neither alternative would have any significant cultural resource impacts with implementation of standard conditions.

Utilities and Service Systems

Solid Waste

Implementation of the Project and the ESPA will result in the additional generation of construction and operational solid waste. Standard conditions address construction debris recycling and reuse to achieve a reduction in waste beyond the City requirement of a 50 percent reduction by weight. Implementation of this measure would reduce the construction waste from the Project at a higher level than required by the City. Therefore, no significant and unavoidable impacts are anticipated.

Solid waste resources impacts from the ESPA would be similar to those of the proposed Project.

Water, Sewer, Stormwater, Electricity, Natural Gas and Telecommunications

Both the Project and the ESPA will cause an unavoidable change in the demand for these utility systems, these various systems can be expanded to meet this increased demand and the facilities required to sustain these systems can be installed without causing an unavoidable significant adverse impact.

Water and sewer stormwater, electricity, natural gas and telecommunications resources impacts from the ESPA would be similar to those of the proposed Project, but neither alternative would cause a significant adverse impact to these utility systems.

Wildfire

The ESPA will result in development of the entire site. According to the IS, the Project would have a less than significant impact such that it would impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan (see **Standard Condition SC-TR-1**). The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department.

The Project will not have a cumulative effect due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; or, 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 (see **Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**).

Impacts from the ESPA would be similar to those of the proposed Project, but neither alternative would cause a significant adverse impact to wildfires.

5.3.2 Summary of the ESPA

With respect to the ESPA, the existing Specific Plan Land uses of the site has a comparable negative effect on the ability of the Project to meet overall development objectives (i.e., development feasibility)

Regardless, development of the ESPA alternative would result in the following impacts as the Project:

Similar Impacts to Project

- Aesthetics
- Agriculture and Forest Resources
- Biological Resources
- Energy
- Geology and Soils
- Greenhouse Gasses
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Noise
- Public Services - Fire Protection and Emergency Response Services
- Public Services – Police Protection Services
- Tribal Cultural Resources
- Cultural Resources
- Utilities and Service Systems - Solid Waste
- Utilities and Service Systems - Water, Sewer, Stormwater, Electricity, Natural Gas and Telecommunications
- Utilities and Service Systems - Energy
- Wildfire

Lesser Impacts than Project

- Air Quality
- Land Use and Planning
- Population and Housing
- Public Services – Schools
- Public Services – Libraries
- Recreation
- Transportation

Greater Impacts than Project

- None

5.4 REDUCED PROJECT INTENSITY ALTERNATIVE (RPIA)

5.4.1 Overview of the RPIA

Under the Reduced Project Intensity Alternative (RPIA) the multi-family residential acreage of the Project (30.06 acres) would be developed at the lower end of the density range allowed in the Specific Plan (14.1 dwelling units/acre). In total, 423 attached multi-family units would be under the RPIA. This is a decrease of 214 dwelling units (or 33.6%) on the Project site, when compared to the proposed Project.

Aesthetics

The RPIA will change the existing visual setting of the Project site, consistent with the Project (just at a lower density/intensity).

Similar to the Project, as stated in Subchapter 4.2 of this DEIR, the existing visual setting of the proposed Project site will be permanently altered. The intensification of the Project's disturbance and development greater than that which presently occurs on the site results in an unavoidable impact of the proposed Project, primarily to the existing, surrounding vacant uses. But, as discussed in 4.2.4, Project Impacts, this impact has been determined to be a less than significant aesthetic impact as it relates to development to the north, south, and west. This proposed Project as implemented will continue to implement the Goals and Policies of the General Plan.

Aesthetic impacts from the RPIA would be similar to those of the proposed Project.

Agriculture and Forest Resources

The RPIA, like the proposed Project will convert the entire Project site to more intense urban/suburban uses. Based on the data and the analysis performed in Initial Study, the proposed Project is not forecast to cause any significant adverse impacts to agricultural resources or resource value. No unavoidable significant impact to agricultural resources will result from implementing the proposed Project. The Project's impact to agricultural resources is a less than significant adverse impact.

The RPIA alternative has similar impacts to agricultural and forest resources as the proposed Project.

Air Quality

The RPIA will result in construction and operational emissions. It is anticipated that these emissions will be lower that the proposed Project, due to the decrease of 214 dwelling units (or 33.6%) on the Project site, when compared to the proposed Project.

According to the evaluation in Subchapter 4.3, the Project-specific evaluation of emissions demonstrates that even after implementation of **Standard Conditions SC-AQ-1**, **SC-AQ-2**, and incorporation of Mitigation Measures **MM-AQ-2** through **MM-AQ-8**, the Project will result in a cumulatively considerable net increase of NO_x for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. All other criteria pollutants are below thresholds.

Given that the proposed density of multiple-family residences was not anticipated under the existing General Plan land use designation, the proposed land uses would intensify the development and associated population projections planned for under the City's General Plan. Therefore, the Project

would conflict with and exceed the assumptions used to develop the AQMP. It should be noted that the Project impacts are within the SCAQMD standards with mitigation incorporated for all criteria pollutants except NO_x. However, this his inconsistency can only be corrected when SCAQMD amends AQMP based on updated Southern California Association of Governments (SCAG) growth projections after the Project has been approved.

SCAG periodically revises growth projections based on local General Plan Housing and Land Use Element Updates, and SCAQMD incorporated revised growth projections into AQMP assumptions. Therefore, the inconsistency would eventually be addressed and incorporated into the regional air quality plan.

It is beyond the scope of the Project to affect when regional agencies update regional growth forecasts and plans; therefore, no mitigation is feasible at the Project-level. Impacts will remain significant and unavoidable.

Overall, air quality emissions from the RPIA would be less than those of the proposed Project; however, the unavoidable significant adverse impact related to the conflict with the AQMP would not be eliminated under this alternative.

Biological Resources

The RPIA, like the proposed Project will convert the entire Project site to more intense urban/suburban uses. The biology information presented in the Initial Study indicates that due to the lack of significant biological resources within the proposed Project site, the Project is not forecast to cause any direct significant unavoidable adverse impact to sensitive biological resources. With adherence to **Standard Condition SC-BIO-1**, and incorporation of **Mitigation Measures MM-BIO-1** through **MM-BIO-3**, the Project has been determined to be consistent with the MSHCP. Thus, based on the lack of significant onsite biological resources and the mitigation that must be implemented to control potential site-specific impacts on biological resources, the proposed Project is not forecast to cause significant unavoidable adverse impacts to biological resources. Project biology impacts are less than significant.

The RPIA would have similar overall impact to biological resources than the proposed Project, but neither alternative would have any significant biological resource impacts.

Energy

The RPIA would change the existing energy resource consumption of the entirety of the Project site.

The proposed Project would increase consumption of energy for space and water heating, air conditioning, lighting, and operation of miscellaneous equipment and appliances. According to the evaluation in Subchapter 4.4, the proposed Project will result in an incremental use of energy during construction and operations. The energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Any impacts would be reduced to a less than significant level with the incorporation of **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5** and **Mitigation Measures MM-ENR-1** through **MM-ENR-7**.

Therefore, based on this information, the RPIA would have a lesser impact to energy resources (due to the decrease of 214 dwelling units (or 33.6%) on the Project site, when compared to the proposed

Project) as the proposed Project, but neither alternative would have any significant energy resource impacts with implementation of standard conditions.

Geology and Soils

The RPIA would involve residential development on the site at a low density than the proposed Project (due to the decrease of 214 dwelling units on the Project site); therefore, fewer structures and people under this alternative are subject to onsite geological constraints. The proposed Project includes a geotechnical study that identifies the Project area as susceptible to seismic and geological hazards, such as ground shaking. significant adverse geology or soil impacts have been identified on the Project site. The Project site is mapped as a "High B" sensitivity area, denoting a high sensitivity for paleontological resources. Areas classified as high sensitivity may contain buried paleontological deposits at or below 4 feet of depth and may be impacted during construction. It is possible that potentially significant prehistoric remains could be found, since buried fossils often go undetected during a walkover survey. Prehistoric remains may have been buried by erosional sediments accumulating in this area and masked by existing pavement.

Standard Conditions SC-GEO-1 through **SC-GEO-3**, **SC-AQ-1**, and **SC-HYD-1** and **SC-HYD-2,** have been identified, that must be implemented to control exposure to potentially strong seismic ground shaking, seismic ground shaking – including liquefaction, soil erosion and loss of topsoil, lateral spreading, subsidence, expansive soils and collapse as well as impacts to paleontological resources. With implementation of the recommended design measures, structures and future residents or inhabitants of these structures, can be adequately protected. The Project can be implemented without causing or experiencing significant unavoidable adverse geology or soil impacts.

The RPIA reduces overall risk to structures and future residents, but neither alternative would have any significant geology and soil impacts.

Greenhouse Gases

The RPIA would also generate new permanent sources of GHG emissions from increased traffic or increased use of energy resources at the site; however, this will be at a lower rate than the proposed Project (due to the decrease of 214 dwelling units (or 33.6%) on the Project site, when compared to the proposed Project).

According to the evaluation in Subchapter 4.5, implementation of **Mitigation Measure MM-GHG-1** through **Mitigation Measure MM-GHG-7**, emission rates will be below applicable significance thresholds (SCAQMD Tier 4 2020 Target Service Population Threshold of 4.8 $MTCO_2e$/year/SP). With implementation of these mitigation measures, impacts would be reduced to a less than significant level. Project-related GHG emissions are not considered to be significant or adverse and will not result in an unavoidable significant adverse impact on global climate change.

Overall, GHG emissions from the RPIA would be less than those of the proposed Project, but neither alternative would have any significant GHG emission impacts.

Hazards and Hazardous Materials

The Project site is currently vacant. Topographically, the subject property is comprised of a flat alluvial plain. Elevations range from a low of 1,465 feet above mean sea level (AMSL) at the southwestern corner of the property to a high of 1,495 feet AMSL at the northeastern property corner. A watercourse parallels the southern boundary of the property but does not represent a permanent

source of water. Instead, this feature serves to contain intermittent drainage, primarily from irrigation run-off. A permanent source of water is not located within the Project boundaries.

The Project will change the land use on the Project site and create a potential for certain adverse impacts regarding hazards and hazardous materials issues both during construction and occupancy. There will be some adverse impacts as a result of implementing the Project. However, adherence to **Standard Conditions SC-HYD-1**, **SC-HYD-2**, **SC-TR-1**, **SC-PS-1**, **SC-PS-2** and incorporation of **Mitigation Measures MM-HAZ-1** and **MM-HAZ-2** reduces these potential Project specific and cumulative (direct and indirect) effects to a less than significant impact level for hazards and hazardous materials issues. Thus, the Project is not forecast to cause any unavoidable significant adverse hazards or hazardous material impacts. The Project hazards and hazardous materials impacts are less than significant, hazards and hazardous materials resources impacts from the RPIA would be similar to those of the proposed Project. However, neither alterative will result in a significant impact to hazards and hazardous materials resources.

Hydrology and Water Quality

Under the RPIA, the existing hydrology on site would have to be altered as the Project site would be converted to suburban/urban uses.

As outlined in Subchapter 4.7, the Project has a potential to result in generation of new pollutants from the proposed urban/suburban environment that can degrade water quality. However, through a combination of design measures included in the drainage design (Project Specific) and **Standard Conditions SC-HYD-1** through **SC-HYD-6**, these potential hydrology and water quality impacts can be controlled to a less than significant impact level. The Project will not cause unavoidable significant hydrology or water quality impacts. Project hydrology and water quality impacts are less than significant.

Hydrology/water quality resources impacts from the RPIA would be similar to those of the proposed Project. However, neither alterative will result in a significant impact to hydrology an water quality resources.

Land Use and Planning

As described in Subchapter 4.8, the proposed Project would not represent a change to the City's General Plan Land Use plan and the City's Zoning Map, but it would represent a change to the Specific Plan. Based on the data and analysis presented in Subchapter 4.8, implementation of the proposed Project will not cause significant unavoidable adverse impacts relative to the land use and planning in the City of Menifee.

The RPIA would also require an amendment to the specific plan. Therefore, land use/planning impacts from the RPIA would be similar to those of the proposed Project. However, neither alterative will result in a significant impact to land use and planning resources.

Mineral Resources

As described in the IS, the Project site and surrounding area do not contain any existing mineral development or any identified potential for mineral resource development. Based on these data, the proposed Project has no potential to cause any unavoidable adverse impact to mineral resources or values in the City of Menifee.

Based on this finding, neither implementation of the RPIA or of the proposed Project has any

potential to cause adverse impacts to such resources.

Noise

Since construction activity would occur under the RPIA, it would generate both short- and long-term construction noise impacts. According to the evaluation in Subchapter 4.9, Project construction will not result in exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan, as implemented by the City's Noise Ordinance. With adherence to **Standard Conditions SC-NOI-1**, and **SC-NOI-2**, and implementation of **Mitigation Measures MM-NOI-1** through **MM-NOI-5** construction-related noise impacts will be reduced to a less than significant level. During operations, the Project will be required to implement **Mitigation Measures MM-NOI-6** and **MM-NOI-7** to address noise impact onto proposed residential units. With implementation of **Mitigation Measures MM-NOI-6** and **MM-NOI-7**, operational impacts will be reduced to less than significant level.

As vibration levels would generally not be perceptible to the average person and would not result in cosmetic nor structural damage to buildings, vibration impacts from Project construction would be less than significant.

No unavoidable, significant adverse noise impacts will occur as a result of Project implementation.

Noise impacts from the RPIA would be slightly less than those of the proposed Project due to the reduced number of overall units.

Population and Housing

With the RPIA, 423 residential units would be built, and the projected population would increase in the local area by approximately 1,338. As shown in Subchapter 4.10, the proposed Project would cumulatively exceed official regional or local population projections; however, it would not induce substantial population growth in an area, either directly or indirectly. Therefore, implementation of the proposed Project will not cause significant unavoidable adverse population and housing impacts relative to the existing population and housing forecasts for the City of Menifee and Riverside County.

Due to the reduced number in overall units compared to the proposed Project, the effects of the RPIA are less than the proposed Project.

Public Services

Fire Protection and Emergency Response Services

The RPIA would result in the creation of additional demand for sheriff and fire department services due to the development of 423 multi-family units. As shown in Subchapter 4.11, even though the Project will cause an unavoidable change or increase in demand for fire protection and emergency response services and other non-safety services within the City, mandatory offsets (**Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**) and incorporation of **Mitigation Measure MM-PS-1**, are available to reduce this potential impact through expansion of service capability to a less than significant impact level on these services. **MM PS-1** will address other non-safety impacts of the Project. Project fire protection and emergency response services impacts are less than significant.

Neither alternative would cause a significant impact on fire protection and emergency response services but impacts from the RPIA would be less than the proposed Project, due to the reduced

number of units.

Police Protection Services

The RPIA would result in the creation of additional demand for police protection services. As shown in Subchapter 4.11, even though the Project will cause an unavoidable change or increase in demand for police protection services within the City, with the incorporation of **Mitigation Measure MM-PS-1**, payment of DIF (**Standard Condition SC-PS-3**), Police Department review of plans (**Standard Condition SC-PS-4**), and through the annual taxes generated by the proposed Project, any potential impact through expansion of police protection services will be less than significant. **MM PS-1** will address other non-safety impacts of the Project.

Neither alternative would cause a significant impact on police protection services and but impacts from the RPIA would be less than the proposed Project, due to the reduced number of units.

Schools

The RPIA would result in the creation of additional demand for school capacity due to the development of due to the development of 423 multi-family units. School operations would remain unaffected by development on the Project site. The school districts servicing the proposed Project and vicinity would be unavoidably impacted by the Project specific and cumulative impacts from the population generated by the proposed residential units. Because of the existing regulations and based on the analysis presented previously, all potential direct impacts of the Project and cumulative impacts are considered to be less than significant with the payment of statutory impact fees (**Standard Condition SC-PS-5**). The basis for this conclusion is that adequate funding will be generated to meet the new demand for School Services with the two school districts, RSD and PUHSD in accordance with state law. This will preclude the Project from creating any unavoidable significant adverse impact. Project school impacts are less than significant.

Neither alternative would cause a significant impact on school system services but impacts from the RPIA would be less than the proposed Project, due to the reduced number of units.

Libraries

The RPIA would create any additional demand upon existing library services within the Project area due to the development of 423 multi-family units. The libraries servicing the proposed Project and vicinity would be unavoidably impacted by the Project specific and cumulative impacts from the population generated by the proposed residential units. Because of the existing regulations and based on the analysis presented previously, all potential direct impacts of the Project and cumulative impacts are considered to be less than significant with the payment of statutory DIF (**Standard Condition SC-PS-6**). This will preclude the Project from creating any unavoidable significant adverse impact.

Neither alternative would cause significant impacts on library services but impacts from the RPIA would be less than the proposed Project, due to the reduced number of units.

Recreation

The RPIA would create additional demand for parks, trails, and recreation facilities due to the development of 423 multi-family units. As outlined in Subchapter 4.12, the existing recreation resources and system in the vicinity of the proposed Project would be impacted by the Project from the new residential units and associated population. The Project will result in the development of

private recreation facilities, installment of sidewalks, trails and bike lanes, and pay in-lieu fees in order to comply with the Quimby or Park and Recreation Mitigation Act Fees (as implemented under Municipal Code Section 9.55 or 9.56, reference **Standard Condition SC-PS-5** and **Standard Condition SC-PS-6**) and pay Development Impact Fees per Ordinance No. 17-232. This will ensure that the proposed Project will not cause significant unavoidable adverse impacts to the area recreation resources.

Recreation resources impacts from the RPIA when compared to the proposed Project would be less, due to the reduced number of overall units.

Transportation

The RPIA would increase site-generated traffic significantly above current levels and therefore, would contribute to the need for area-wide off-site road improvements. According to Subchapter 4.13, the proposed Project will install adjacent roadways to General Plan standards and will pay fair share funds to improvements on area roadways and provide payment of TUMF and DIF As part of the analysis contained in the *TIA*, cumulative impacts were analyzed for Project Opening Year 2023, and with cumulative traffic conditions. Even with the implementation of **Mitigation Measure MM-TR-1** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road. The Project's impact for Project opening year traffic conditions would be considered significant and unavoidable. Lastly, even with the implementation of **Mitigation Measure MM-TR-2** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I-215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road. The Project will also be required to implement **Mitigation Measures MM-TR-3** through **MM-TR-7**, **Standard Conditions SC-TR-1**, **SC-TR-2**, and **SC-TR-3** and Project Design Features (DF) **DF-1** through **DF-4**.

The Project would result in a net decrease of trips in AM peak hour, and a net decrease of trips in PM peak hour compared to the estimated trip generation from the currently approved land uses in the proposed Project. In addition, the RPIA Project would reduce additional daily trips compared to the proposed Project due to the reduced number of overall units.

Due to this overall reduction in daily trips, transportation resources impacts from the RPIA would still remain a significant and unavoidable impact, but they would be less than those of the proposed Project.

Tribal Cultural Resources

The RPIA would result in a change to the existing tribal cultural resources of the Project site due to the development of the entirety of the site with suburban/urban uses. As described in Subchapter 4.14, all potential tribal cultural resources impacts would be limited and can be reduced to a less than significant impact level with adherence to **Standard Condition SC-CUL-1** through **SC-CUL-8**. As a result, there will not be any unavoidable Project specific or cumulative adverse impacts to tribal cultural resources from implementing the Project as proposed. The Project tribal cultural resource impacts are less than significant.
Tribal cultural resources impacts from the RPIA would be similar to those of the proposed Project.

Cultural Resources

The RPIA, like the proposed Project will convert the entire Project site to more intense urban/suburban uses. Based on the cultural resources information presented in Subchapter 4.15, all potential cultural, archaeological, and/or paleontological resources impacts would be limited and

can be reduced to a less than significant impact level with adherence to **Standard Condition SC-CUL-1** through **SC-CUL-8**. As a result, there will not be any unavoidable Project specific or cumulative adverse impacts to cultural and/or archaeological resources from implementing the Project as proposed. The Project cultural and/or archaeological resource impacts are less than significant.

The RPIA would have similar overall impact to cultural resources than the proposed Project since the entirety of the Project site will be developed. However, neither alternative would have any significant cultural resource impacts.

Utilities and Service Systems

Solid Waste

Implementation of the Project and the RPIA will result in the additional generation of construction and operational solid waste. Standard conditions address construction debris recycling and reuse to achieve a reduction in waste beyond the County requirement of a 50 percent reduction by weight. Implementation of this measure would reduce the construction waste from the Project at a higher level than required by the City. Therefore, no significant and unavoidable impacts are anticipated.

Solid waste resources impacts from the RPIA would be less than those of the proposed Project due to the reduced number of overall units.

Water, Sewer, Stormwater, Electricity, Natural Gas and Telecommunications

Both the Project and the RIPA will cause an unavoidable change in the demand for these utility systems. Even though the Project will cause an unavoidable change in the demand for these utility systems, these various systems can be expanded to meet this increased demand and the facilities required to sustain these systems can be installed without causing an unavoidable significant adverse impact. Still, due to the scale of the proposed Project, the overall impacts will be substantially greater than the RPIA.

The utility impacts from the RPIA would be less than those of the proposed Project, but neither alternative would cause a significant adverse impact to these utility systems.

Wildfire

The RPIA will result in development of the entire site. According to the IS, the Project would have a less than significant impact such that it would impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan (see **Standard Condition SC-TR-1**). The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department.

The Project will not have a cumulative effect due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; or, 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 (see **Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**).

Impacts from the RPIA would be similar to those of the proposed Project, but neither alternative would cause a significant adverse impact to wildfires.

5.4.2 Summary of the RPIA

Regardless, development of the RIPA alternative would result in the following impacts as the Project:

Similar Impacts to Project

- Aesthetics
- Agriculture and Forest Resources
- Biological Resources
- Greenhouse Gasses
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Tribal Cultural Resources
- Cultural Resources
- Wildfire

Lesser Impacts than Project

- Air Quality
- Energy
- Geology and Soils
- Greenhouse Gasses
- Noise
- Population and Housing
- Public Services - Fire Protection and Emergency Response Services
- Public Services – Police Protection Services
- Public Services – Schools
- Public Services – Libraries
- Recreation
- Transportation
- Utilities and Service Systems - Solid Waste
- Utilities and Service Systems - Water, Sewer, Stormwater, Electricity, Natural Gas and Telecommunications
- Utilities and Service Systems - Energy

Greater Impacts than Project

- None

With respect to the RPIA, the reduced number of units has a comparable negative effect on the ability of the Project to meet overall development (i.e., development feasibility) and certain Project objectives may not be attained, because certain improvements and other infrastructure

improvements may not be feasible. The RPIA, due to its reduced density would not help meet the anticipated market needs and public demand by providing a range of housing types which will be marketable within the developing economic profile of the City of Menifee as well as the County of Riverside.

5.5 DISCUSSION OF ALTERNATIVES TO THE PROPOSED PROJECT

Of the three alternatives considered, all three alternatives are less impactful than the proposed Project. The RPIA alternative has been determined to be the environmentally superior alternative. Refer to the comparison of alternatives in the matrix provided in **Table 5-44, *Tabular Comparison of Project Alternatives***.

The RPIA has been evaluated as not being a feasible alternative, because it would not help meet the anticipated market needs and public demand by providing a range of housing types which will be marketable within the developing economic profile of the City of Menifee as well as the County of Riverside. With respect to the RPIA, the reduced number of units has a comparable negative effect on the ability of the project to meet Project costs (i.e., development feasibility) and essential Project objectives may not be attained, because certain improvements, and other infrastructure improvements may not be feasible.

The NPA was evaluated and was also determined to be an environmentally superior alternative to the proposed Project. It is also unlikely that the NPA is feasible, since it would not meet all Project objectives and the retention of the site as vacant property will be difficult due to the changes in land use occurring within the Project area.

With respect to the ESPA, the existing Specific Plan Land uses on the site (primarily business park) are not feasible in the short- or long-term in this location. The ESPA would have a comparable negative effect on the ability of the Project to meet overall development potential (i.e., development feasibility) and certain Project objectives may not be attained because certain improvements may not be realized. Regardless, development of the ESPA alternative would result in comparable or less impact for all environmental issues except for Aesthetic Resources; Agriculture and Forest Resources; Biological Resources; Cultural Resources; Greenhouse Gasses; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Tribal Cultural Resources; and Wildfire.

Table 5-4
TABULAR COMPARISON OF PROJECT ALTERNATIVES

	Would the Project/Alternative Result in Significant Adverse Impacts to the Resource Issues of …?				
	Proposed Project	**No Project Alternative (NPA)**	**Existing Specific Plan Alternative (ESPA)**	**Reduced Project Intensity Alternative (RPIA)**	**Which Alternative is Environmentally Superior?**
Aesthetics	No	No	No	No	NPA
Agriculture and Forest Resources	No	No	No	No	Alternatives are equal
Air Quality	**Yes**	No	**Yes**	**Yes**	NPA
Biological Resources	No	No	No	No	NPA
Energy	No	No	No	No	NPA
Geology and Soils	No	No	No	No	NPA
Greenhouse Gases	No	No	No	No	NPA
Hazards and Hazardous Materials	No	No	No	No	NPA
Hydrology and Water Quality	No	No	No	No	NPA
Land Use and Planning	No	No	No	No	NPA and ESPA
Mineral Resources	No	No	No	No	Alternatives are equal
Noise	No	No	No	No	NPA
Population and Housing	No	No	No	No	NPA
Public Services	No	No	No	No	NPA
Recreation	No	No	No	No	NPA
Transportation	**Yes**	No	**Yes**	**Yes**	NPA
Tribal Cultural Resources	No	No	No	No	NPA
Cultural Resources	No	No	No	No	NPA
Utilities and Service Systems	No	No	No	No	NPA
Wildfire	No	No	No	No	NPA
Would Meet Project Objectives?	**Yes**	No	No	No	Proposed Project

CHAPTER 6 – TOPICAL ISSUES

Each environmental document contains a certain amount of duplication to ensure that information is conveyed to the decision-makers and interested members of the public in an organized fashion. Chapter 4 contains a detailed discussion of environmental effects that may result from implementing the proposed Project. This includes a discussion of project specific and cumulative environmental impacts, as well as discussion of unavoidable adverse impacts for each topic evaluated in the Environmental Impact Report (EIR). This chapter of the EIR combines the "topical issues" that are mandated in the State CEQA Guidelines Section 15126. Section 15126 states: "The subjects listed below shall be discussed...preferably in separate sections or paragraphs of the EIR." These sections are: (c) Significant Irreversible Environmental Changes Which Would be Involved in the Proposed Project Should it be Implemented and (d) Growth-Inducing Impact of the Proposed Project. Section 15130 requires a discussion of Cumulative Impacts. Because of the importance of this topic, a summary of cumulative effects is included in this Chapter. The other major topics required in an EIR (Significant Environmental Effects; Unavoidable Significant Environmental Effects; and Mitigation Measures) are specifically addressed in Chapter 4 of this EIR. Alternatives to the proposed Project are evaluated in Chapter 5.

6.1 GROWTH-INDUCING IMPACTS

CEQA requires a discussion of the ways in which a project could be growth inducing. (Pub. Resources Code, §21100, subd.(b)(5); CEQA Guidelines, §§15126, subd.(d), 15126.2, subd.(d)) The CEQA Guidelines identify a project as growth-inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Under CEQA, growth inducement is not considered necessarily detrimental or beneficial. (CEQA Guidelines §15126.2, subd.(d)).

A project may indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity. Projects that induce growth directly would include commercial or industrial development that hire new employees and residential development that provides housing. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in an area. Growth inducement may also occur if a project provides infrastructure or service capacity that accommodates growth beyond the levels currently permitted by local or regional land use plans. However, a project's potential to induce growth does not automatically result in growth. Growth only happens when the private or public sector responds to a change in the underlying development potential of an area with capital investment.

Typically, significant growth is induced in one of three ways. In the first instance, a project developed in an isolated area may bring sufficient urban infrastructure to cause new or additional development pressure on the intervening and surrounding land. This type of induced growth leads to conversion of adjacent acreage to higher intensity uses, either unexpectedly or through accelerated development. This conversion occurs because the adjacent land becomes more suitable for development and, hence, more valuable because of the availability of the new infrastructure. This type of growth inducement is termed "leap frog" or "premature" development because it creates an island of higher intensity developed land within a larger area of lower intensity land use.

The second type of significant growth inducement is caused when development of a large-scale project, relative to the surrounding community or area, produces a "multiplier effect" resulting in substantial indirect community growth, although not necessarily adjacent to the development site or of the same type of use as the project itself. This type of stimulus to community growth is typified by the development of major destination facilities, such as Disney World near Orlando, Florida, or

around military facilities, such as the Marine Corps Air Ground Combat Center, near Twenty-nine Palms.

A third, and subtler, type of significant growth inducement occurs when land use plans are established that create a potential for growth, because the available land and the land uses permitted result in the attraction of new development. This type of growth inducement is also attributed to other plans developed to provide the infrastructure necessary to meet the land use objectives, or community vision, contained in the governing land use agency's general plan. In this type of growth inducement, the ultimate vision of future growth and development within a project area is established in the City or City General Plan or other comprehensive land use plan. The net effect of a General Plan's land use designations is to establish a set of expectations regarding future land use and growth that may or may not occur in the future, depending upon the actual demand and other circumstances when development is proposed. Thus, a plan may assign a particular area 100,000 square feet of commercial space, but if actual development does not ultimately generate demand for this much retail square footage, it will never be established.

New infrastructure will be built as part of this Project (reference Chapter 3, Project Description of this EIR) which will contribute to extending improved services into the area. Suburbanization of the Project site could potentially influence the timing of development of adjacent properties by providing or extending roadways, water and sewer service, and other utility services (infrastructure) to the immediate area. This could eliminate potential constraints for future development in this area of the City. Roadways that will be improved include SR-74, Palomar Road and Menifee Road. The roadway improvements are expected to be incremental and should beneficially impact the overall traffic conditions in the area anticipated from the Project; but this itself is an inducement to growth, i.e., enhanced access to the Project area. These improvements will have an indirect impact to population growth by extending and/or increasing capacity of the existing roadways, thus eliminating one of the constraints to growth in the area.

Currently, potable water in the vicinity of the Project site is provided by private wells on individual properties, by Eastern Municipal Water District (EMWD). Water service exists adjacent to the Project site; however, additional water distribution facilities will be necessary to serve the proposed development.

Existing EMWD sewer facilities do not extend to proposed Project site. The lack of sewer service within this area currently limits development. Therefore, extension of new sewer service facilities to the Project area is required. The addition of sewer lines and service into the Project area are sized to meet the growth projections of EMWD. This infrastructure improvement eliminates existing sewer constraints and will make it much easier to propose residential development at higher densities (anticipated under the General Plan) within the Project vicinity. Any increase in density or change in land use on nearby parcels would require a separate environmental review. However, these improvements contribute significantly to eliminating constraints to development, thus making the Project growth inducing relative to the existing rural environment.

The proposed infrastructure improvements have the potential to facilitate development of undeveloped parcels in the immediate vicinity of the site, thus the Project may indirectly induce population growth. However, this growth is anticipated in the General Plan and Specific Plan. Any impacts are considered less than significant under this evaluation criterion.

Based on this information, direct impacts from the Project will be less than significant.

As discussed in Chapter 4, Environmental Impact Evaluation, of the EIR, the indirect effects from the Project infrastructure extensions and improvements (roadways, sewer and drainage), while

anticipated under the Specific Plan, will also be considered less than significant, with the incorporation of mitigation and standard conditions.

6.2 CUMULATIVE IMPACTS

The intent of a cumulative impact evaluation is to provide the public and decision-makers with an understanding of a given project's contribution to area-wide or community environmental impacts when added to other development occurring in the region. Typically, cumulative impacts are discussed in relation to a list of past, present, and reasonably anticipated projects, or in relation to broad growth projections and related area-wide impacts identified in general (City General Plan) or regional plans (such as, SCAQMD's Air Quality Management Plan, AQMP) refer to Section 15130(b) of the State CEQA Guidelines). For the proposed Project, cumulative impacts are evaluated in the context of both types of cumulative impact forecasts. The cumulative impact projections were made using regional planning documents and site-specific technical studies. Cumulative impacts are discussed in each issue subchapter of Chapter 4 in this document. The following is a summary of cumulative impacts that are forecast to occur if the proposed Project is implemented as proposed. This information is a restatement of the cumulative impacts from Chapter 4.

Aesthetics

Development of the proposed Project will contribute to the change of the general area with an intensification of development substantially greater than that which presently occurs on the site or in the surrounding vicinity. The existing General Plan land use designation is Specific Plan. SP260, A3 includes generally the same land uses with the exception of the High Density Residential, which will replace the Business Park classification in Planning Area 11. There will be an associated change in views, both to and from the Project site. As discussed in the Initial Study, the Project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway. The Project site is not located within view from a state scenic highway. There are no officially designated scenic highways in or near the City of Menifee. State Route 74 (SR-74) passes through the northern part of the City and is considered an "Eligible State Scenic Highway – Not Officially Designated" by the California Department of Transportation. The nearest designated state scenic highway to the City is a portion of SR-74 in the San Jacinto Mountains about 17 miles east of the City. In addition, with adherence to code requirements and Project design features, the Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. No cumulative impacts are anticipated on these issues that were discussed in the Initial Study.

No scenic views will be significantly altered due to implementation of the Project. Planning Area Development Standards are provided in *SP260, A3* (provided as **Appendix K** of this EIR) for Planning Area 1-48 (Section III). In addition, there are detailed Design Guidelines in Section IV. As it pertains to the Project, Planning Area Development Standards for Planning Areas 11-14 will be applicable. These include a Descriptive Summary of the respective Planning Area, Land Use and Development Standards and Planning Standards. Additional Architectural Guidelines are also provided for the Project (Planning Areas 11-13). Within these Standards and Guidelines, the Project's scale, mass, density, aesthetics (colors/materials), landscaping and hardscaping are detailed. The height, colors, materials, and development fabric will be consistent with the surrounding development within the Menifee North Specific Plan No. 260. The Menifee North Specific Plan No. 260 as proposed under Amendment No. 3 provides for development standards and design guidelines that represent the most recent desires of the City for development of this nature. With adherence to the Menifee North Specific Plan No. 260 as amended, future development will not substantially degrade the existing visual character or quality of the site and its surroundings. For these reasons, the aesthetic impacts associated with the change of land use will not represent

any cumulative impact to aesthetics.

Agriculture and Forest Resources

As stated in the Initial Study, the Project will result in a less than significant impact to the conversion of 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. The Project will not conflict with existing zoning for agricultural use, or a Williamson Act contract.

There is no timberland zoning on the Project site, nor is there any forest land on the Project site. Therefore the Project will not create any impacts (including cumulative impacts) to forestry resources due to a conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 122220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g)), the result in the loss of forest land or conversion of forest land to non-forest use, or involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use.

Since the proposed Project will not have any significant adverse impact to agricultural or forestry resources or resource values, it cannot make a cumulatively considerable contribution to such resources or values. The Project's cumulative agriculture/forest resources impacts are considered less than significant.

Air Quality

The Project area is designated as an extreme non-attainment area for ozone and a non- attainment area for PM_{10} and $PM_{2.5}$.

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that even after implementation of **Standard Conditions SC-AQ-1**, **SC-AQ-2**, and incorporation of Mitigation Measures **MM-AQ-2** through **MM-AQ-8**, the Project will result in a cumulatively considerable net increase of NO_x for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. All other criteria pollutants are below thresholds.

Given that the proposed density of multiple-family residences was not anticipated under the existing General Plan land use designation, the proposed land uses would intensify the development and associated population projections planned for under the City's General Plan. Therefore, the Project would conflict with and exceed the assumptions used to develop the AQMP. It should be noted that the Project impacts are within the SCAQMD standards with mitigation incorporated for all criteria pollutants except NO_x. However, this inconsistency can only be corrected when SCAQMD amends AQMP based on updated Southern California Association of Governments (SCAG) growth projections after the Project has been approved. Until this occurs, direct and cumulative impacts would be significant. It is beyond the scope of the Project to affect when regional agencies update regional growth forecasts and plans; therefore, no mitigation is feasible at the Project-level. Project impacts will be cumulatively significant and unavoidable.

Biological Resources

Cumulative biological impacts are defined as those impacts resulting from the development within the MSCHP Plan Area as a result of build out of the Cities and City's General Plans. The MSHCP establishes the management of biological resources in western Riverside County that defines

cumulative biological resource values and measures the loss of biology resources that constitutes a cumulative adverse impact.

With adherence to **Standard Conditions SC-BIO-1**, and incorporation of **Mitigation Measures MM-BIO-1, MM-BIO-2,** and **MM-BIO-3**, the Project will have a less than significant 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; will have no significant impacts (including cumulative impacts) as it pertains to effects 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; will not substantially interfere 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; or with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state conservation plan.

The Project will have no impact 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; or any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Development of the proposed Project will contribute to the change of the general area with an intensification of development substantially greater than that which presently exists or can occur on the site or in the surrounding vicinity. Based on adherence to **Standards Condition SC-BIO-1** and, and incorporation of **Mitigation Measures MM-BIO-1**, **MM-BIO-2,** and **MM-BIO-3**, and the overall lack of any habitat to support sensitive species or a substantial wildlife population, the proposed Project will not result in adverse cumulative biology resource impacts that rise to a cumulatively considerable level.

Energy

Energy usage is assumed to be cumulative. The proposed Project will result in an incremental use of energy during construction and operations. The energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Any impacts would be reduced to a less than significant level with the incorporation of **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5** as well as **Mitigation Measures MM-ENR- 1** through **MM-ENR- 7**.

Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Project-related energy usage is not considered to be cumulatively considerable and would not result in a significant impact with the incorporation of **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5** as well as **Mitigation Measures MM-ENR- 1** through **MM-ENR- 7**.

Geology and Soils

Development of the Project will be affected by geotechnical constraints. None of the future Project-related activities are forecast to cause changes in geology or soils or the constraints affecting the Project area that cannot be fully mitigated. Geology and soil resources are inherently site specific and the only cumulative exposure would be to a significant geological or soil constraint (onsite fault,

significant ground shaking that could not be mitigated or steep slopes creating a landslide exposure).

The cumulative study area for paleontological resources is the geographical area of the City of Menifee, which is the geographical area covered by the City General Plan, including all goals and policies included therein. Future development in the City could include excavation and grading that could potentially impact paleontological resources. The cumulative effect of the proposed Project is the continued loss of these resources. The proposed Project, in conjunction with other development in the City, has the potential to cumulatively impact paleontological resources; however, it should be noted that each development proposal received by the City undergoes environmental review pursuant to CEQA. If there is a potential for significant impacts to paleontological resources, an investigation would be required to determine the nature and extent of the resources and identify appropriate mitigation measures. If subsurface paleontological resources are assessed and/or protected as they are discovered, impacts to these resources would be less than significant. In addition, the City's General Plan policies would be implemented as appropriate to reduce the effects of additional development within the City.

According to the Initial Study, the proposed Project site is mapped in the *General Plan* as having a "High Potential" for paleontological resources (fossils). This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this Project is not anticipated to require any direct mitigation for paleontological resources. However, per the Initial Study, **Standard Condition SC-GEO-3** shall be implemented for the Project; one of the provisions of this condition provides guidance for instances where fossil remains are found.

Standard Condition SC-GEO-3 is not considered unique mitigation under CEQA. Therefore, with adherence to **Standard Condition SC-GEO-3**, any Project impacts that could directly or indirectly destroy a unique paleontological resource, or site, or unique geologic features would be less than significant. Cumulative impacts would also be less than significant.

Therefore, the Project has no potential to make a cumulatively considerable contribution to any significant geology or soils impact. Project soil and geology impacts are less than significant with the incorporation of **Standard Conditions SC-GEO-1** through **SC-GEO-3**, **SC-AQ-1**, **SC-HYD-1**, **and SC-HYD-2**.

Greenhouse Gas Emissions

GHG emissions are assumed to be cumulative. An individual project such as the proposed Project cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. For example, statewide GHG source emissions totaled about 440.4 $MMTCO_2e$ in 2015. The proposed Project will generate less than annual equivalent emission of 10,736.73 $MTCO_2e$, or about 0.24% of the 2015 amount.

However, the proposed Project may contribute to global climate change by its incremental contribution of greenhouse gases. With implementation of **Mitigation Measure MM-GHG-1** through **Mitigation Measure MM-GHG-7**, emission rates will be below applicable significance thresholds (SCAQMD Tier 4 2020 Target Service Population Threshold of 4.8 MTCO2e/year/SP). With implementation of these mitigation measures, impacts would be reduced to a less than significant level.

Thus, the proposed Project would not result in significant GHG impacts nor would it result in a substantial increase in the severity of GHG impacts with implementation of the mitigation measures. Project-related GHG emissions are not considered to be cumulatively considerable and would not

result in a significant impact on global climate change. Project GHG emissions are a less than significant impact.

Hazards and Hazardous Materials

The hazardous materials study area considered for cumulative impacts consists of (1) the area that could be affected by proposed activities, such as the release of hazardous materials, and (2) the areas affected by other projects whose activities could directly or indirectly affect the presence or fate of hazardous materials on site. In general, only the project site and areas adjacent to the project site are considered for cumulative impacts due to the limited potential impact area associated with release of hazardous materials into the environment.

As stated in the IS, Project construction would involve the routine use of hazardous materials, including fuels, paints, and solvents. However, the amount of these materials during construction would be limited and regulated. Therefore, they would not be considered a significant environmental hazard. Implementation of BMPs would further reduce any impacts associated with hazardous materials during Project construction. This is reflected in the **Standard Condition SC-HYD-1**, which requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP). No cumulative impacts will occur.

Project operational activities would involve the use of storage of household hazardous materials typical of residences. These uses would not present a significant hazard to the residents of the community or to the environment with regulatory compliance procedures in place. This is also reflected in the **Standard Condition SC-HYD-2**, which requires the preparation of a Water Quality Management Plan (WQMP). No cumulative impacts will occur.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (e.g., sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to mitigate any construction circulation impacts. The TCP is included as **Standard Condition SC-TR-1** and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project.

There are no existing schools located within one-quarter mile of the Project site. No elementary or middle school is proposed within one-quarter mile of the Project site. The Project is located within the Heritage High School boundary (26001 Briggs Road), which is located approximately 0.78 miles east of the Project site. Based on this information, the Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and will not result in any cumulative impacts.

The proposed Project is not located on a site listed on the state Cortese List, which is a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses. No cumulative impacts will occur.

The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department. According to the General Plan, the California Department of Forestry and Fire Protection (Cal Fire) has recommended that the urban, low-lying areas in Menifee be classified as having a Moderate Fire Hazard.

The Project will not 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 (see **Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**). No cumulative impacts will occur.

The *Phase I ESA* conducted for the Project site did not revealed evidence of a recognized environmental conditions or concerns in connection with the Project site. However, according to the *Phase I ESA*, the Project site was utilized for agricultural purposes from at least 1938 until at least 1967. Environmentally persistent pesticides commonly applied prior to the 1980s can linger in the soil for many years. It is not known if environmentally persistent pesticides were applied at the Project site. Based upon the length of time that has elapsed since agricultural usage has occurred; it is unlikely the potential former usage of pesticides has significantly impaired the Project site or would require remedial actions. However, in an abundance of caution, **Mitigation Measure MM-HAZ-1** shall be incorporated. **MM-HAZ-1** requires submitting a workplan to the Department of Toxic Substances Control and monitoring during ground disturbance activities and remediation if pesticides are present. With incorporation of **Mitigation Measure MM-HAZ-1**, any Project impacts related to prior use of pesticides on the Project site will be reduced to a less than significant level. No cumulative impacts will occur.

The Project site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The runway for March Air Reserve Base/Inland Port Airport is located approximately 9.56 miles to the north-northwest of the Project site. **Mitigation Measure MM-HAZ-2** will be incorporated so that the Specific Plan is identified as being located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area and that subsequent underlying entitlements will be reviewed in light of the then-applicable Airport Land Use Compatibility Plan. This will ensure that any safety hazards for people residing or working in the Project area from the Project (being located proximity the March Air Reserve Base/Inland Port Airport) will be reduced to a less than significant level. No cumulative impacts will occur.

Based on adherence to **Standard Conditions SC-HYD-1**, **SC-HYD-2**, **SC-TR-1**, **SC-PS-1**, **SC-PS-2** and incorporation of **Mitigation Measures MM-HAZ-1** and **MM-HAZ-2** the proposed Project will not result in adverse cumulative hazard and hazardous materials impacts that rise to a cumulatively considerable level.

Hydrology and Water Quality

The Project has been evaluated as to whether it will have a potential to cause significant flood hazards and a potential to substantially degrade water quality onsite and downstream. **Standard Conditions SC-HYD-1** through **SC-HYD-6** and design measures to control the Project's contributions to flood hazards and water quality degradation have been defined and are available to control future hydrology and water quality degradation to a less than significant impact level. With implementation of the proposed stormwater management design, as outlined in the Project Specific WQMPs, and **Standard Conditions SC-HYD-1** through **SC-HYD-6**, future stormwater runoff after development of the Project site is not forecast to make a cumulatively considerable contribution to downstream flood hazards and water quality in the Santa Ana River Watershed. This conclusion is based on the findings that the proposed **Standard Conditions SC-HYD-1** through **SC-HYD-6** and design measures will not increase runoff from the Project site and will provide adequate attenuation of water pollutants in runoff from this residential area so as not to make a cumulatively considerable contribution to the runoff volume or water pollution within the Santa Ana River Watershed. Project hydrology and water quality cumulative impacts are less than significant.

Land Use and Planning

Implementation of the proposed Project, when considered in conjunction with other existing and planned developments in the Project area, would result in developing a vacant site into 246,312 square feet of commercial uses and 637 multi-family dwelling units. The cumulative study area analyzed for potential land use impacts is the City of Menifee.

The current General Plan Land Use designation and Zoning classifications on the Project site are Specific Plan (SP). No changes are proposed to the current General Plan Land Use designation and Zoning classifications. The proposed residential Specific Plan Land Use designations were not anticipated or analyzed in the GPEIR. Due to the small incremental increase in residential development (2.45% increase in population over estimated 2019 population and a 1.89% increase in population over projected 2040 population in the City of Menifee and represents a 0.094% increase in population over estimated 2019 population and a 0.073% increase in population over projected 2040 population in Riverside County) any impacts to the General Plan will be less than significant.

In addition, at 3.6 persons per household, per US Census ACS 5-year Estimates, it is anticipated that the Project would result in a direct population increase of approximately 2,293 persons at Project buildout. The 2,293 potential new residents that would be created by the proposed residential development were not anticipated to be within the growth assumptions estimated in the SCAG RTP/SCS. Project consistency with the RTP/SCS (see **Table 4.8-2, *RTP/SCS Goals***) demonstrates that Project impacts will be considered less than significant impact.

The IS determined that the Project would not physically divide an established community. No impacts will occur.

Therefore, the Project will not result in significant cumulative impacts.

Mineral Resources

As described in IS, the Project site and surrounding area do not contain any existing mineral development or any identified potential for mineral resource development. For mineral issues the amount of a mineral resource available in the region was used as the basis for cumulative impact analysis. Development of the proposed Project will not cause any adverse impacts to mineral resource or values. As a result, the proposed Project has no potential to contribute to any cumulative loss of mineral resources or values. The Project will have no cumulative adverse impact to mineral resources.

Noise

For the proposed Project, cumulative impacts are the incremental effects of the proposed Project when viewed in connection with the effects of past, current, and potential future projects within the cumulative impact area of the City of Menifee. The cumulative impact area for the Project is the site and its immediate environs.

Project construction will not result in exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan, as implemented by the City's Noise Ordinance. With adherence to **Standard Conditions SC-NOI-1**, and **SC-NOI-2**, and implementation of **Mitigation Measures MM-NOI-1** through **MM-NOI-5** construction-related noise impacts will be reduced to a less than significant level. During operations, the Project will be required to implement **Mitigation Measures MM-NOI-6** and **MM-NOI-7** to address noise impacts onto proposed residential units. With implementation of **Mitigation Measures MM-NOI-6** and **MM-NOI-7**, operational impacts

will be reduced to less than significant level.

As vibration levels would generally not be perceptible to the average person and would not result in cosmetic nor structural damage to buildings, vibration impacts from Project construction would be less than significant.

Based on this information, no cumulative impacts are anticipated from the implementation of the proposed Project.

Population and Housing

As defined in the *CEQA Guidelines,* 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 population and housing. The cumulative study area used to assess potential cumulative population and housing impacts includes the City of Menifee and the County of Riverside, which is the regional context for the Project.

The proposed Project would result in the development of 637 multi-family units. At 3.6 persons per household, per US Census ACS 5-year Estimates, it is anticipated that the Project would result in a direct population increase of approximately 2,293 persons at Project buildout. The 2,293 potential new residents that would be created by the proposed residential development was not anticipated to be within the growth assumptions estimated in the SCAG RTP/SCS.

The Project represents a 2.45% increase in population over estimated 2019 population and a 1.89% increase in population over projected 2040 population in the City of Menifee and represents a 0.094% increase in population over estimated 2019 population and a 0.073% increase in population over projected 2040 population in Riverside County.

The Project represents a 1.83% increase in households over 2019 estimate households, and a 1.32% increase in households over projected 2040 households in the City of Menifee and represents a 0.07% increase in households over estimated 2019 households, and a 0.060% increase in households over projected 2040 households in Riverside County. According to Table 2: E-5 City/County Population and Housing Estimates, 1/1/2019 (Dept. of Finance), the City has a vacancy rate of 10.2%, which is below the County total of 14.5%. While below the County rate, there is still a need within the City for housing.

These increases are incremental increases to population and households; however, due to their small percentage in relation to the City and County, they are not considered substantial increases to population and households.

The IS determined that the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact will occur.

Therefore, the direct residential population and housing growth and indirect growth from the commercial uses from the Project are not considered cumulatively considerable and significant.

Public Services

Fire Protection and Emergency Response Services

According to the 2010 U.S. Census, State of California Department of Finance, and the Southern California Association of Governments Final 2016 RTP/SCS, the Project represents a 2.45%

increase in population over estimated 2019 population and a 1.89% increase in population over projected 2040 population in the City of Menifee and represents a 0.094% increase in population over estimated 2019 population and a 0.073% increase in population over projected 2040 population in Riverside County.

The Project represents a 1.83% increase in households over 2019 estimate households, and a 1.32% increase in households over projected 2040 households in the City of Menifee and represents a 0.07% increase in households over estimated 2019 households, and a 0.060% increase in households over projected 2040 households in Riverside County.

These increases are incremental increases to population and households; however, due to their small percentage in relation to the City and County, they are not considered substantial increases to population and households.

Thus, the Project will have a cumulative adverse impact to the Fire Department's ability to provide an acceptable level of service without offset of the Project's demand. These impacts are forecast to include an increased number of emergency and public service calls due to the increased presence of structures and population.

The proposed Project shall participate in the DIF (see **Standard Condition SC-PS-1**) Program as adopted by the City to mitigate a portion of these impacts. The Project shall pay the Public Services fee (see **Mitigation Measure MM-PS-1**) to address non-safety impacts. DIF will provide funding for capital improvements such as land, equipment purchases and fire station construction. The Project will contribute incrementally to cumulative impacts related to the need for fire station construction and other mitigation to reduce cumulative effects on fire protection and emergency response services and impacts to other City services.

The Project's potentially significant or cumulative considerable impacts to fire protection and emergency response services can be reduced to less than significant and payment of fees by all cumulative projects can effectively reduce the overall cumulative impacts to such services. Therefore, cumulative fire protection impacts are considered less than significant.

Police Protection Services

According to the 2010 U.S. Census, State of California Department of Finance, and the Southern California Association of Governments Final 2016 RTP/SCS, the Project represents a 2.45% increase in population over estimated 2019 population and a 1.89% increase in population over projected 2040 population in the City of Menifee and represents a 0.094% increase in population over estimated 2019 population and a 0.073% increase in population over projected 2040 population in Riverside County.

The Project represents a 1.83% increase in households over 2019 estimate households, and a 1.32% increase in households over projected 2040 households in the City of Menifee and represents a 0.07% increase in households over estimated 2019 households, and a 0.060% increase in households over projected 2040 households in Riverside County.

These increases are incremental increases to population and households; however, due to their small percentage in relation to the City and County, they are not considered substantial increases to population and households.

The cumulative change in type and amount of development within the planning area will require more police protection commensurate with development levels and population for each of the proposed

cumulative projects. Based on this information, the Project would make an incremental contribution to a cumulative adverse demand impact to the County Sheriff Department's (or City Police Department once they are operational) ability to provide an acceptable level of service without mitigation. These impacts are forecast to include an increased number of emergency and public service calls due to the increased presence of urban/suburban uses and population.

The proposed Project would be required to participate in the DIF Program as adopted by the City of Menifee to mitigate a portion of these impacts. The fee program is intended to provide funding to expand services to meet service demands and offset the impacts of new projects and population.

Based on, payment of DIF (see **Standard Condition SC-PS-3**), Police Department review of plans (see **Standard Condition SC-PS-4**) and annual taxes generated by the proposed Project, the Project's potentially significant cumulative impacts to police protection can be reduced to a less than significant level. The Project shall pay the Public Services fee (see **Mitigation Measure MM-PS-1**) to address non-safety impacts. Based on this analysis, cumulative police protection impacts are considered less than significant.

Schools

The Project, in conjunction with other projects anticipated within the proposed Project area will generate students in excess of what the local schools are presently able to accommodate. The payment of school impact fees (see **Standard Condition SC-PS-5**) and provision of school sites within each future development, commensurate with each project's level of impact, is considered adequate fair share contribution to cumulative impacts associated with development that leads to a determination of less than significant. Project school impacts are less than significant.

Libraries

The Project, in conjunction with other projects anticipated within the proposed Project area will generate additional demand upon library services and the need for books. The payment of DIF (see **Standard Condition SC-PS-6**) is considered adequate fair share contribution to cumulative impacts associated with development that leads to a determination of less than significant. Project library impacts are less than significant.

Recreation

The cumulative study area for recreation resources is the City of Menifee, which is the area used by the City when determining its park-to-population ratio goals. The City of Menifee requires a minimum of five acres of public open space to be provided for every 1,000 City residents.

The existing SCE easement is being included within Planning Areas 11, 12 and 13 in this amendment. Development will have to conform with all applicable SCE easement restrictions. The easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins, and for passive recreation uses.

Open space and recreational facilities that are provided strictly for residents' private use, are maintained by Homeowner's Association(s) or property managers and will not be dedicated to the City for general public use, are not granted any parkland credit under Quimby. The exact types of private recreational facilities that will be made available have not been designed yet, however, these typically may include, but are not to be limited to, a pool, spa, clubhouse, play areas, walkways, picnic areas with gazebos, turf areas, basketball half courts and/or volleyball courts, and BBQ areas. It is a requirement of the City's Quimby Ordinance Section 9.55 that the land be, in fact, dedicated.

Therefore, no parkland credit is being provided for these private facilities.

As stated in the *GPEIR*, General Plan buildout would create demand for 407 acres of new parkland. The General Plan designates 725 acres of parkland. At General Plan buildout, there would be a demand for 407 acres of new parkland. This results in an excess of 318 acres of parkland in the City. The Project will generate the need for 8.80 acres (which, due to its current non-residential Specific Plan Land Use Designation, was not anticipated in the City's General Plan). Even with the addition of these 8.80 acres, the demand would increase to 415.8 acres, which is still well within the designated acreage for parkland in the City at buildout.

The proposed Project will be required to pay in-lieu fees in order to comply with the Quimby or Park and Recreation Mitigation Act Fees (as implemented under Municipal Code Section 9.55 or 9.56) (**Standard Condition SC-PS-5**) and pay Development Impact Fees per Ordinance No. 17-232 (**Standard Condition SC-PS-6**). Based upon this, it was determined that the Project will not cause any significant adverse effects on recreational demand on other existing park and recreation facilities in the vicinity of the Project.

Implementation of the proposed Project in combination with cumulative projects in the area would increase use of existing parks and recreation facilities. However, as future residential development is proposed, the Project would require developers to provide the appropriate amount of parkland or pay the in-lieu fees, which would contribute to future recreational facilities. Payment of these fees and/or implementation of new parks on a project-by-project basis would offset cumulative parkland impacts by providing funding for new and/or renovated parks equipment and facilities, or new parks. The cumulative impacts associated with development of the Project would be a less than significant impact to recreation resources.

Transportation

The Project would have a less than significant impact that could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or result in inadequate emergency access. No cumulative impacts will occur.

As explained in greater detail in Subchapter 4.13, the proposed Project will contribute to the generation of additional traffic on local and regional roadways. The proposed Project is not consistent with the land use and density for the site as identified in the current, adopted Specific Plan; however, it is consistent with the General Plan's Circulation Element, i.e. the proposed Project will install adjacent roadways to General Plan standards and will pay fair share funds to improvements on area roadways through payment of TUMF and DIF.

As part of the analysis contained in the *TIA*, cumulative impacts were analyzed for Project Opening Year 2023, and with cumulative traffic conditions. Even with the implementation of **Mitigation Measure MM-TR-1** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road. The Project's impact for Project opening year traffic conditions would be considered significant and unavoidable. Lastly, even with the implementation of **Mitigation Measure MM-TR-2** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I-215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road. The Project will also be required to implement **Mitigation Measures MM-TR-3** through **MM-TR-7**, **Standard Conditions SC-TR-1**, **SC-TR-2**, and **SC-TR-3** and Project Design Features (DF) **DF-1** through **DF-4**. Despite this, cumulative impacts from Project implementation will be considered cumulatively considerable.

Tribal Cultural Resources

The cumulative study area for tribal cultural resources is the geographical area of the City of Menifee, which is the geographical area covered by the City General Plan, including all goals and policies included therein, as well as the historic tribal area contained therein. Future development in the City could include excavation and grading that could potentially impact tribal cultural resources and human remains. The cumulative effect of the proposed Project is the continued loss of these resources. The proposed Project, in conjunction with other development in the City, has the potential to cumulatively impact tribal cultural resources; however, it should be noted that each development proposal received by the City undergoes environmental review pursuant to CEQA. If there is a potential for significant impacts to tribal cultural resources, an investigation would be required to determine the nature and extent of the resources and identify appropriate mitigation measures. If subsurface tribal cultural resources are assessed and/or protected as they are discovered, impacts to these resources would be less than significant. In addition, the City's General Plan policies would be implemented as appropriate to reduce the effects of additional development within the City.

With implementation of **Standard Conditions SC-CUL-1** through **SC-CUL-8**, the contribution of the Specific Plan to the cumulative loss of known and unknown tribal cultural resources throughout the City would be reduced to a less than significant level.

Cultural Resources

The cumulative study area for cultural, archaeological, and/or paleontological resources is the geographical area of the City of Menifee, which is the geographical area covered by the City General Plan, including all goals and policies included therein. Future development in the City could include excavation and grading that could potentially impact cultural, archaeological, and/or paleontological resources and human remains. The cumulative effect of the Project is the continued loss of these resources. The Project, in conjunction with other development in the City, has the potential to cumulatively impact cultural, archaeological, and/or paleontological resources; however, it should be noted that each development proposal received by the City undergoes environmental review pursuant to CEQA. If there is a potential for significant impacts to cultural, archaeological, and/or paleontological resources, an investigation would be required to determine the nature and extent of the resources and identify appropriate mitigation measures. If subsurface cultural, archaeological, and/or paleontological resources are assessed and/or protected as they are discovered, impacts to these resources would be less than significant. In addition, the City's General Plan policies would be implemented as appropriate to reduce the effects of additional development within the City.

With implementation of **Standard Conditions SC-CUL-1** through **SC-CUL-8**, the contribution of the Specific Plan to the cumulative loss of known and unknown cultural, archaeological, and/or paleontological resources throughout the City would be reduced to a less than significant level.

Utilities and Service Systems

According to EMWD, there is an adequate water supply and wastewater treatment capacity, respectively, to meet the demand of the Project(s). Based on the analysis in this DEIR, and in the referenced documentation, water and wastewater management systems are capable of meeting the cumulative demand for these systems. The Project will have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years with adherence **Standard Conditions SC-USS-1** through **SC-USS-4** impacts to water, waste water, and solid waste are considered less than significant. Thus, the Project will not cause cumulatively considerable significant adverse impacts on these systems. With implementation of the proposed stormwater management design, as outlined in the Project Specific WQMPs, and

Standard Conditions SC-HYD-1 through **SC-HYD-6**, future stormwater runoff after development of the Project site will not 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, and is not forecast to make a cumulatively considerable contribution to downstream flood hazards in the Santa Ana River Watershed.

Cumulative impacts to landfill capacity will be less than significant due to the Project construction debris and operational waste representing a less than substantial cumulative increment with adherence to **Standard Condition SC-USS-4**. Therefore, due to available capacity and implementation of **Standard Condition SC-USS-4**, which provides for recycling on site to reduce Project operational waste, cumulative impacts to the existing landfills resulting from waste generated by Project implementation are considered less than significant.

Lastly, the Project will not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects. No cumulative impacts will result from the Project.

Wildfire

According to the IS, the Project would have a less than significant impact such that it would impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan (see **Standard Condition SC-TR-1**). The Project site is not located within an area identified as a very high fire hazard severity according to the 2008 CalFire maps utilized by the Fire Department.

The Project will not have a cumulative effect due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; or, 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 (see **Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**).

Conclusion

Based on the detailed cumulative impact analysis provided in Chapter 4 for each environmental issue, and as summarized above, cumulatively considerable environmental impacts are forecast to result to air quality and transportation from implementing the proposed Project as described in Chapter 3 of this Draft EIR.

6.3 SIGNIFICANT IRREVERSIBLE AND/OR UNAVOIDABLE ENVIRONMENTAL IMPACTS

In considering the topic of “Significant Irreversible and/or Unavoidable Environmental Impacts,” it is important to define the terminology that is used in making impact forecasts. For example, an “unavoidable significant adverse environmental impact” is an effect of a proposed Project that cannot be avoided or reduced below some specific threshold of significance by any available or feasible mitigation measure or feasible alternative to that Project. These impacts are discussed in the

subchapter text for each environmental issue in Chapter 4 of this document.

An irreversible impact is an impact that once experienced, cannot be changed or modified, by any means. Irreversible impacts have more nuance than do unavoidable impacts. For example, if a project results in the death of the last individual of an endangered species, this impact cannot be reversed (at least with technology available at this time). At least for the present, we cannot make any more individuals of the species. On the other hand, if air emissions from a project exceed established thresholds and are considered significant, it is feasible that future improvements in air emissions controls could reverse this impact and reduce (reverse) or perhaps eliminate the air emissions and reduce or reverse the significant impact. For example, if project mobile source emissions contribute to a significant air quality impact, increase availability and/or adoption of electric vehicles could reduce the air quality emissions attributable to the project. Thus, the potential for a reversal of an identified impact, be it less than significant or significant, depends on the time scale used for evaluation (forever or just next year) and the likelihood that sufficient resources (societal or individual) will be applied to reverse an impact.

Another example that illustrates this topic is the potential exposure of people to an accidental spill of an acutely hazardous or toxic substance. If the threat is significant enough, society will demand that such exposure be eliminated immediately. Thus, such a spill and the related exposure to the hazard may be a significant environmental impact but it is typically immediately reversed. Where it is not reversed the potential significant effects will remain until sufficient individual or societal resources are expended to eliminate the hazard.

Irreversible Environmental Impacts

The following analysis of irreversible environmental effects is presented for the reviewer's consideration.

Section 15126.2 (c) of the *Guidelines for the California Environmental Quality Act (CEQA Guidelines)* requires that the Environmental Impact Report (EIR) consider and discuss significant irreversible changes that would be caused by implementation of the proposed Project. The CEQA Guidelines specify that the use of nonrenewable resources during the construction and operation of the project be discussed because a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary and secondary impacts (such as a highway improvement that provides access to a previously inaccessible area) should also be discussed because such changes generally commit future generations to similar uses. Irreversible damage can also result from environmental accidents associated with the Project and should be discussed.

Project development is an irreversible commitment of the land. After the 50- to 75-year structural lifespan of the buildings is reached, it is improbable that the site would revert to an undeveloped state. Once developed, the proposed Project would have indefinitely altered the characteristics of the Project site from vacant land to one characterized by residential, open space, and park uses.

Construction of the Project would result in a commitment of limited, slowly renewable, and nonrenewable resources. Such resources may include certain types of lumber and other forest products; raw materials such as steel; aggregate materials used in concrete and asphalt such as sand and stone; water; petrochemical construction materials such as plastic; and petroleum-based construction materials. Fossil fuels used by construction equipment would also be consumed. Project construction will also result in an increased commitment of public maintenance services such as waste disposal and sewage treatment.
Similarly, operation of the proposed Project would result in the commitment of limited, nonrenewable, and slowly renewable resources such as natural gas, electricity, petroleum-based fuels, fossil fuels,

and water. Title 24 of the California Code of Regulations (CCR) requires conservation practices that will limit the amount of energy consumed by the proposed Project. Compliance with Title 24 is mandated by the State, and participation in the Leadership in Energy and Environmental Design (LEED) program is voluntary. Nevertheless, the use of such resources by the proposed Project will continue to represent a long-term commitment of essentially nonrenewable resources.

Operation of the proposed Project would also require potable water. It is projected that the Project will add in increment of 63,700 mgd of wastewater (based on 100 mgd/day/household). Based on the conclusions documented in the *Water Supply Assessment Report, Palomar Crossings*, prepared by Eastern Municipal Water District, dated April 17, 2019 (*WSA*, **Appendix O**) the total projected water supplies available to EMWD during normal, single dry, and multiple dry water years are sufficient to meet the projected water demand (including the proposed Project), in addition to EMWD's existing and planned future uses. However, the increase in water use will continue to represent a long-term commitment of this essentially nonrenewable resource.

On-site surface water drainage in the developed condition would be different from the existing natural condition, as described in Subchapter 4.7, Hydrology and Water Quality. Project hydrology would meet drainage system standards, and pollutants of concern would be controlled through implementation of structural and nonstructural best management practices (BMPs) during Project construction and operation.

As discussed in Biological Resources of the IS, implementation of the proposed Project would result in impacts to native plant communities, jurisdictional areas, wildlife and wildlife habitat, and a species protected under the Migratory Bird Treaty Act (MBTA). In addition, site topography would be modified per the conceptual grading plan for the site, and on-site topography would be substantially different after Project implementation.

The commitment of limited, slowly renewable, and nonrenewable resources required for construction and operation of the proposed Project would limit the availability of these resources for future generations or for other uses during the life of the Project.

Significant Unavoidable Environmental Impacts

The following is a summary of significant adverse impacts that are forecast to occur if the proposed Project is implemented as proposed.

Aesthetics

The existing visual setting of the proposed Project site will be permanently altered. The intensification of the Project's disturbance and development greater than that which presently occurs on the site results in an unavoidable impact of the proposed Project, primarily to the existing, surrounding vacant uses. But, as discussed in 4.2.4, Project Impacts, this impact has been determined to be a less than significant aesthetic impact as it relates to development to the north, south, and west. This proposed Project as implemented will continue to implement the Goals and Policies of the General Plan. While the impacts are unavoidable, they are not considered significant, or adverse.

Agriculture and Forest Resources

The proposed Project is not forecast to cause any significant adverse impacts to agricultural and/or forestry resources or resource values. No unavoidable significant impact to agricultural and/or forestry resources will result from implementing the proposed Project. The Project's impact to agriculture and/or forest resources is a less than significant adverse impact.

Air Quality

The Project-specific evaluation of emissions presented in Subchapter 4.3 demonstrates that even after implementation of **Standard Conditions SC-AQ-1**, **SC-AQ-2**, and incorporation of Mitigation Measures **MM-AQ-2** through **MM-AQ-8**, the Project will result in a cumulatively considerable net increase of NO_x for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. All other criteria pollutants are below thresholds.

Given that the proposed density of multiple-family residences was not anticipated under the existing General Plan land use designation, the proposed land uses would intensify the development and associated population projections planned for under the City's General Plan. Therefore, the Project would conflict with and exceed the assumptions used to develop the AQMP. It should be noted that the Project impacts are within the SCAQMD standards with mitigation incorporated for all criteria pollutants except NO_x. However, this his inconsistency can only be corrected when SCAQMD amends AQMP based on updated Southern California Association of Governments (SCAG) growth projections after the Project has been approved.

SCAG periodically revises growth projections based on local General Plan Housing and Land Use Element Updates, and SCAQMD incorporated revised growth projections into AQMP assumptions. Therefore, the inconsistency would eventually be addressed and incorporated into the regional air quality plan.

It is beyond the scope of the Project to affect when regional agencies update regional growth forecasts and plans; therefore, no mitigation is feasible at the Project-level. Impacts will remain significant and unavoidable.

Biological Resources

Due to the lack of significant biological resources within the proposed Project site, the Project is not forecast to cause any direct significant unavoidable adverse impact to sensitive biological resources. With adherence to **Standards Condition SC-BIO-1**, and incorporation of **Mitigation Measures MM-BIO-1**, **MM-BIO-2,** and **MM-BIO-3**, the Project has been determined to be consistent with the MSHCP. Thus, based on the lack of significant onsite biological resources and the mitigation that must be implemented to control potential site-specific impacts on biological resources, the proposed Project is not forecast to cause significant unavoidable adverse impacts to biological resources. Project biology impacts are less than significant.

Energy

The proposed Project will result in an incremental use of energy during construction and operations. The energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Any impacts would be reduced to a less than significant level with the incorporation of **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5** as well as **Mitigation Measures MM-ENR- 1** through **MM-ENR- 7**.

With implementation of **Standard Condition SC-ENR-1** through **Standard Condition SC-ENR-5** as well as **Mitigation Measures MM-ENR- 1** through **MM-ENR- 7**, impacts would be reduced to a less than significant level. Project-related energy usage is not considered to be significant or adverse and will not result in an unavoidable significant adverse impact.

Geology and Soils

The existing geology and soil resources and constraints have been evaluated for impact to and from the implementation of the Project. No unavoidable significant adverse geology or soil impacts have been identified in the IS. **Standard Conditions SC-GEO-1** through **SC-GEO-3**, **SC-AQ-1**, **SC-HYD-1**, **and SC-HYD-2** have been identified, that must be implemented to control exposure to potentially strong seismic ground shaking, seismic ground shaking – including liquefaction, soil erosion and loss of topsoil, lateral spreading, subsidence, expansive soils and collapse. With implementation of the recommended seismic design measures, structures and future residents or inhabitants of these structures, can be adequately protected.

According to the Initial Study, the proposed Project site is mapped in the General Plan as having a "High Potential" for paleontological resources (fossils). This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this Project is not anticipated to require any direct mitigation for paleontological resources. However, per the Initial Study, **Standard Condition SC-GEO-3** shall be implemented for the Project; one of the provisions of this condition provides guidance for instances where fossil remains are found.

Standard Condition SC-GEO-3 is not considered unique mitigation under CEQA. Therefore, with adherence to **Standard Condition SC-GEO-3**, any Project impacts that could directly or indirectly destroy a unique paleontological resource, or site, or unique geologic features would be less than significant.

The Project can be implemented without causing or experiencing significant unavoidable adverse geology or soil impacts.

Greenhouse Gas Emissions

An individual project such as the proposed Project cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the proposed Project may contribute to global climate change by its incremental contribution of greenhouse gasses.

With implementation of **Mitigation Measure MM-GHG-1** through **Mitigation Measure MM-GHG-7**, emission rates will be below applicable significance thresholds (SCAQMD Tier 4 2020 Target Service Population Threshold of 4.8 MTCO2e/year/SP). With implementation of these mitigation measures, impacts would be reduced to a less than significant level. Project-related GHG emissions are not considered to be significant or adverse and will not result in an unavoidable significant adverse impact on global climate change.

Hazards and Hazardous Materials

The Project will change the land use on the Project site and create a potential for certain adverse impacts regarding hazards and hazardous material issues both during construction and occupancy. There will be some adverse impacts as a result of implementing the Project. However, adherence to **Standard Conditions SC-HYD-1**, **SC-HYD-2**, **SC-TR-1**, **SC-PS-1**, **SC-PS-2** and incorporation of **Mitigation Measures MM-HAZ-1** and **MM-HAZ-2** reduces these potential Project specific and cumulative (direct and indirect) effects to a less than significant impact level for hazards and hazardous material issues. Thus, the Project is not forecast to cause any unavoidable significant adverse hazards or hazardous material impacts. The Project hazard and hazardous material impacts are less than significant.

Hydrology and Water Quality

The Project has a potential to result in generation of new pollutants from the proposed urban/suburban environment that can degrade water quality. However, through a combination of design measures included in the drainage design (Project Specific) and **Standard Conditions SC-HYD-1** through **SC-HYD-6**, these potential hydrology and water quality impacts can be controlled to a less than significant impact level. The Project will not cause unavoidable significant hydrology or water quality impacts. Project hydrology and water quality impacts are less than significant.

Land Use and Planning

The proposed Project would not represent a change to the City's General Plan Land Use Plan or Zoning Map, but it would represent a change to the Specific Plan.. Implementation of the proposed Project will not cause significant unavoidable adverse impacts relative to the land use and planning in the City of Menifee.

Mineral Resources

As described in the IS, the Project site and surrounding area do not contain any existing mineral development or any identified potential for mineral resource development. Based on these data, the proposed Project has no potential to cause any unavoidable adverse impact to mineral resources or values in the City.

Noise

With adherence to **Standard Conditions SC-NOI-1**, and **SC-NOI-2**, and implementation of **Mitigation Measures MM-NOI-1** through **MM-NOI-5** construction-related noise impacts will be reduced to a less than significant level. During operations, the Project will be required to implement **Mitigation Measures MM-NOI-6** and **MM-NOI-7** to address noise impact onto proposed residential units. With implementation of **Mitigation Measures MM-NOI-6** and **MM-NOI-7**, operational impacts will be reduced to less than significant level. As vibration levels would generally not be perceptible to the average person and would not result in cosmetic nor structural damage to buildings, vibration impacts from Project construction would be less than significant.

No unavoidable, significant adverse noise impacts will occur as a result of Project implementation.

Population and Housing

The proposed Project would cumulatively exceed official regional or local population projections; however, it would not induce substantial population growth in an area, either directly or indirectly. Therefore, based on the data and analysis presented in Subchapter 4.10, implementation of the proposed Project will not cause significant unavoidable adverse population and housing impacts relative to the existing population and housing forecasts for the City of Menifee and Riverside County.

Public Services

Fire Protection and Emergency Response Services

Even though the Project will cause an unavoidable change or increase in demand for fire protection emergency response services within the City, and other City services, mandatory offsets (see **Mitigation Measure MM-PS-1**, **SC-PS-1 Standard Condition SC-PS-1** and **Standard Condition SC-PS-2**) for services demand is available to reduce this potential impact through expansion of

service capability to a less than significant impact level on these services. Project fire protection and emergency response services impacts are less than significant.

Police Protection Services

Even though the Project will cause an unavoidable change in the demand for police protection services within the Project area, with the, payment of DIF (see **Standard Condition SC-PS-3**), Police Department review of plans (see **Standard Condition SC-PS-4**) and through the annual taxes generated by the proposed Project, any potential impact through expansion of police protection services will be less than significant. The Project shall pay the Public Services fee (see **Mitigation Measure MM-PS-1**) to address non-safety impacts.

Schools

The school districts servicing the proposed Project and vicinity would be unavoidably impacted by the Project specific and cumulative impacts from the population generated by the proposed residential units. Because of the existing regulations and based on the analysis presented in this DEIR, all potential direct impacts of the Project and cumulative impacts are considered to be less than significant with the payment of statutory impact fees (see **Standard Condition SC-PS-5**). The basis for this conclusion is that adequate funding will be generated to meet the new demand for School Services with the two school districts, RSD and PUHSD in accordance with state law. This will preclude the Project from creating any unavoidable significant adverse impact. Project school impacts are less than significant.

Libraries

The libraries servicing the proposed Project and vicinity would be unavoidably impacted by the Project specific and cumulative impacts from the population generated by the proposed residential units. Because of the existing regulations and based on the analysis presented in this DEIR, all potential direct impacts of the Project and cumulative impacts are considered to be less than significant with the payment of statutory DIF (see **Standard Condition SC-PS-6**). This will preclude the Project from creating any unavoidable significant adverse impact.

Recreation

The existing recreation resources and system in the vicinity of the proposed Project would be impacted by the Project from the new residential units and associated population. The Project will result in the development of private recreation facilities, installment of sidewalks, trails and bike lanes, and will pay in-lieu fees pursuant to Municipal Code Section 9.55 or 9.56 (**Standard Condition SC-PS-5**), and payment of DIF (**Standard Condition SC-PS-6**). This will ensure that the proposed Project will not cause significant unavoidable adverse impacts to the area recreation resources.

Transportation

Based on the analysis in Subchapter 4.13 of this DEIR, even with the implementation of **Mitigation Measure MM-TR-1** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I 215 to Antelope Road. The Project's impact for Project opening year traffic conditions would be considered significant and unavoidable. Lastly, even with the implementation of **Mitigation Measure MM-TR-2** all Project impacts would be reduced to less than significant with the exception of Segment #1, SR-74 from I-215 to Antelope Road and Segment #12, McCall Boulevard from I-215 to Menifee Road. The Project will also be required to implement **Mitigation Measures MM-TR-3** through **MM-TR-7**, **Standard Conditions SC-TR-1**, **SC-TR-2**, and

SC-TR-3 and Project Design Features (DF) **DF-1** through **DF-4**. Despite this, the Project will result in a significant and unavoidable adverse impact on transportation resources.

Tribal Cultural Resources

Based on the analysis in Subchapter 4.14 of this DEIR, all potential tribal cultural resources impacts would be limited and can be reduced to a less than significant impact level with adherence to **Standard Condition SC-CUL-1** through **SC-CUL-8**. As a result, there will not be any unavoidable Project specific or cumulative adverse impacts to tribal cultural resources from implementing the Project as proposed. The Project tribal cultural resource impacts are less than significant.

Cultural Resources

Based on the information presented in Subchapter 4.14, all potential cultural, archaeological, and/or paleontological resources impacts would be limited and can be reduced to a less than significant impact level with adherence to **Standard Conditions SC-CUL-1** through **SC-CUL-8**. As a result, there will not be any unavoidable Project specific or cumulative adverse impacts to cultural, archaeological, and/or paleontological resources from implementing the Project as proposed. The Project cultural, archaeological, and/or paleontological resources impacts are less than significant.

Utilities and Service Systems

The foregoing evaluation demonstrates that even though the Project will cause an unavoidable change in the demand for water and wastewater water utility systems, these various systems can be expanded to meet this increased demand and the facilities required to sustain these systems can be installed without causing an unavoidable significant adverse impact with adherence **Standard Conditions SC-USS-1** through **SC-USS-4**.

Implementation of the Project will result in the additional generation of construction and operational solid waste. Standard conditions address construction debris recycling and reuse to achieve a reduction in waste beyond the County requirement of a 50 percent reduction by weight. Implementation of this measure would reduce the construction waste from the Project at a higher level than required by the City. Lastly, the Project will not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects. Therefore, no significant and unavoidable impacts are anticipated.

Wildfire

The Project will change the land use on the Project site and create a potential for certain adverse impacts regarding wildfire issues both during construction and occupancy. There will be some adverse impacts as a result of implementing the Project. However, adherence to **Standard Conditions SC-TR-1, SC-PS-1**, and **SC-PS-2**, these potential Project specific and cumulative (direct and indirect) effects to a less than significant impact level for wildfire issues. Thus, the Project is not forecast to cause any unavoidable significant adverse wildfire impacts. The Project Wildfire impacts are less than significant.

Conclusion

The proposed Project would result in significant unavoidable impacts to air quality and transportation. No other significant unavoidable impacts are forecast to occur as a result of construction or operation of the proposed Project.

CHAPTER 7 – PREPARATION RESOURCES

7.1 REPORT PREPARATION

7.1.1 Lead Agency

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7.1.2 EIR Consultant

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7.1.3 EIR Technical Consultants

- Air Quality – RK Engineering Group, Inc.
- Biology – Searl Biological Services
- Cultural – Jean A. Keller, Ph.D.
- Geotechnical – South Shore Testing and Environmental
- Greenhouse Gases – RK Engineering Group, Inc.
- Phase 1 ESA – South Shore Testing and Environmental
- Hydrology / Water Quality – United Engineering Group
- Noise – RK Engineering Group, Inc.
- Traffic – RK Engineering Group, Inc.
- Energy – RK Engineering Group, Inc.
- Fiscal Impact Analysis – Development Planning and Financing Group, Inc.
- Water Service Availability – Eastern Municipal Water District
- Health Risk Assessment – RK Engineering Group, Inc.

7.2 SOURCES/REFERENCES

Appendix A: *Map My County*

Appendix B: *Palomar Crossing Air Quality and Greenhouse Gas Impact Study, City of Menifee, California,* prepared by RK Engineering Group, Inc., April 2, 2019

Appendix C: *Palomar Crossings 2010-090 Western Riverside County MSHCP Compliance Document,* prepared by Searl Biological Services, June 28, 2018

Appendix D: *A Phase I Cultural Resources Assessment of Palomar Crossings Specific Plan Amendment 2010-090*, prepared by Jean A. Keller, Ph.D., March 2018

Appendix E: *Geotechnical Update Investigation Proposed "Palomar Crossings" ±66.92-Acre*

Mixed/Commercial/Retail and Residential Development, prepared by South Shore Testing and Environmental, March 8, 2018

Appendix F1: *Phase I Environmental Site Assessment of an Undeveloped Property Northeast Corner of Highway 74 and Palomar Road, Menifee, California 92585*, prepared by South Shore Testing and Environmental, March 12, 2018

Appendix F2: *Addendum to Phase I Environmental Site Assessment*, prepared by South Shore Testing and Environmental, September 6, 2018

Appendix G: *Preliminary Drainage Report for Palomar Crossing Specific Plan Amendment,* prepared by United Engineering Group, April 2018

Appendix H: *Palomar Crossing Noise Impact Study Update,* prepared by RK Engineering, Inc., August 6, 2018

Appendix I: *Palomar Crossing Traffic Impact Analysis,* prepared by RK Engineering, Inc., September 10, 2019

Appendix J1: *SB 18 - Native American Consultation Request for Specific Plan Amendment No. 2010-090 (Specific Plan No. 260, Amendment No. 3)*, prepared by City of Menifee, August 23, 2017

Appendix J2: *AB 52 Native American Consultation Letter from City of Menifee and responses from Tribe(s)* 2016 and 2019

Appendix K: *Palomar Crossings Specific Plan Amendment,* prepared by Keisker & Wiggle Architects, Inc., August 12, 2019

Appendix L: *SCE Letter*, prepared by Pascual Garcia

Appendix M: *Palomar Crossings Energy Conservation Analysis*, prepared by RK Engineering, Inc., September 25, 2019

Appendix N: *Fiscal Impact Analysis for Menifee North Specific Plan No. 260 Amendment No. 3*, prepared by DPFG, dated May 3, 2018

Appendix O: *Water Supply Assessment Report, Palomar Crossings,* issued by Eastern Municipal Water District (EMWD), April 17, 2019

Appendix P: *Palomar Crossing Menifee North Specific Plan Amendment Health Risk Assessment, City of Menifee, California,* prepared by RK Engineering Group, Inc., July 7, 2019

Appendix Q: *Menifee North Specific Plan 260, Amendment #2,* prepared by T&B Planning Consultants, Inc., June 29, 2007

Appendix R: *Airport land Use Commission (ALUC) Approval Letter with Conditions*, prepared by Riverside County ALUC, July 25, 2019

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Email correspondence with Adria Reinertson, Deputy Fire Marshal/Office of the Fire Marshal/CAL FIRE/Riverside County Fire Department (August 6, 2019)

CHAPTER 8 – APPENDICES

8.1 NOTICE OF PREPARATION (NOP) / NOP DISTRIBUTION LIST

8.2 NOP COMMENT LETTERS AND SCOPING MEETING COMMENTS

8.3 INITIAL STUDY

APPENDIX 8.1

NOTICE OF PREPARATION / NOP DISTRIBUTION LIST

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING

To: Responsible and Trustee Agencies; Property Owners; and Interested Individuals and Organizations

From: City of Menifee

February 26, 2019

Subject: A Notice of Preparation for No. Planning Application 2010-090 – Menifee North Specific Plan 260, Amendment No. (SPA) 3 – "Palomar Crossings".

Notice of Preparation of a Draft Environmental Impact Report (EIR):

The City of Menifee (City) will serve as the Lead Agency under the California Environmental Quality Act (CEQA) and will be responsible for the preparation of a Draft Environmental Impact Report (EIR) for the Project referenced above. The EIR will evaluate the potential significant environmental impacts that may result from granting entitlements for the planned revisions to the Specific Plan 260 on 64.18 acres (Palomar Crossings Project – Romola General / Malaga 74, LLC, Applicant). The property is generally located north of Highway 74, south of Watson Road, west of Menifee Road, and east of Palomar Road, within the City of Menifee, County of Riverside, State of California (Assessor Parcel Numbers: 329-090-025, -026, -069, -070, -071, -072; 329-100-025, -026, -027, -030, -031, -033, -034). Reference attached Location Map.

Project Description:

Specific Plan No. 260, Amendment No. 3 (SP260, A3) proposed the following modifications to the Specific Plan Land Use Plan Planning Areas (PA):

- Planning Area 11 (PA11) would be re-designated from Business Park land uses to Very High Density Residential and would be split into two (2) subareas, 11A and 11B. Subarea 11A has an area of 19.56 acres and is located west of Junipero Road. Subarea 11B has an area of 9.79 acres and is located east of Junipero Road and will include a portion of the existing Southern California Edison (SCE) easement that had not previously been given a specific planning area designation.

- Planning Area 12 (PA12) would be realigned to a newly created area between PA11 and PA13 and re-designated from the current Business Park and Commercial Business Park land use to Commercial / Very High Density Residential land uses. Two (2) subareas are proposed, 12A and 12B. Subarea 12A has an area of 6.14 acres and is located west of Junipero Road. Subarea 12B has an area of 3.06 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 13 (PA13) would be re-designated from Commercial Business Park to Commercial and would be split into two (2) subareas, 13A and 13B. Subarea 13A has an area of 10.23 acres and is located west of Junipero Road. Subarea 13B has an area of 5.19 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 14 (PA14) would retain a Commercial designation but would be reduced in acreage from 11.7 to 9.27 by redistributing areas into Planning Areas 12B and 13B.

Potential Environmental Effects:

Based on the Initial Study prepared for the proposed project, the City will address the following potentially significant impacts in the EIR: Aesthetics, Air Quality, Energy, Greenhouse Gases, Hazards and Hazardous Materials, Hydrology and Water

Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

Agency/Public Comments:

This transmittal constitutes the official Notice of Preparation (NOP) for the proposed Project EIR and serves as a request for environmental information that you or your organization believe should be included or addressed in the proposed EIR document. Please be sure to address the scope and content of environmental information or issues that may relate to your agency's statutory responsibilities in connection with the proposed Project.

EIR Public Scoping Meeting:

Notice is hereby given that the City of Menifee, Community Development Department will hold a Scoping meeting for the general public and any interested agencies regarding the proposed EIR addressing the proposed Project. The Scoping meeting will be held on **Monday, March 11, at 6:00 p.m.** The scoping meeting will be held at the Motte Historical Museum, Upstairs, 28380 Highway 74, Menifee, CA 92585.

Purpose of the Notice of Preparation:

The purpose of this NOP is to fulfill legal notification requirements and inform the public, and CEQA Responsible and Trustee Agencies, that an EIR is being prepared for the proposed Project by the City. This NOP solicits agency and interested party concerns regarding the potential environmental effects of implementing the proposed Project at the Project location. CEQA encourages early consultation with private persons and organizations that may have information or may be concerned with any potential adverse environmental effects related to physical changes in the environment that may be caused by implementing the project. Responses to the NOP that specifically focus on potentially significant environmental issues are of particular interest to the City of Menifee. All written responses to this NOP will be included in the appendices to the EIR. The content of the responses will help guide the focus and scope of the EIR in accordance with State CEQA Guidelines.

Public Comment Period:

Based on the time limits defined by CEQA, the 30-day public review/comment period on the Notice of Preparation will commence on **February 26, 2019 and conclude on March 27, 2019.** Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. The Initial Study for the Project may be downloaded from the City's website:

https://www.cityofmenifee.us/325/Environmental-Notices-Documents

The Initial Study is also available for review at the following locations:

Menifee City Hall
Community Development Department
29714 Haun Road
Menifee, CA 92586
(951) 672-6777

Sun City Library
26982 Cherry Hills Boulevard
Menifee, CA 92586
(951) 679-3534

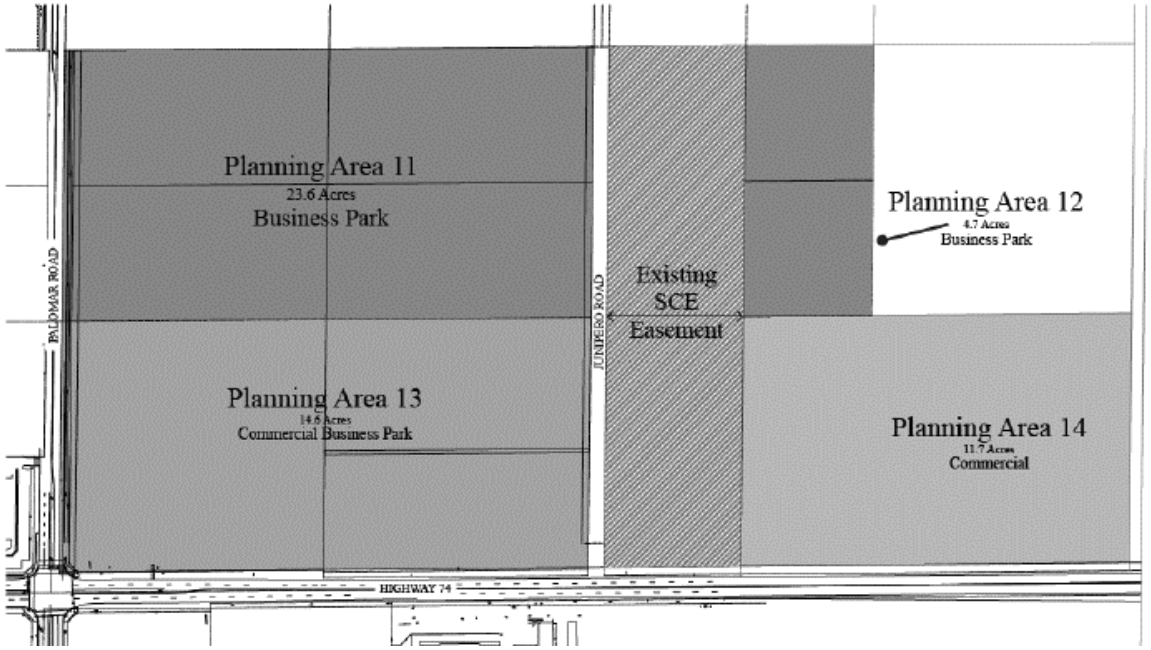
Comments must be submitted in writing, or via email, to:

Manny Baeza, Senior Planner
City of Menifee, Community Development Department
29714 Haun Road
Menifee, CA 92586
(951) 723-3740
mbaeza@cityofmenifee.us

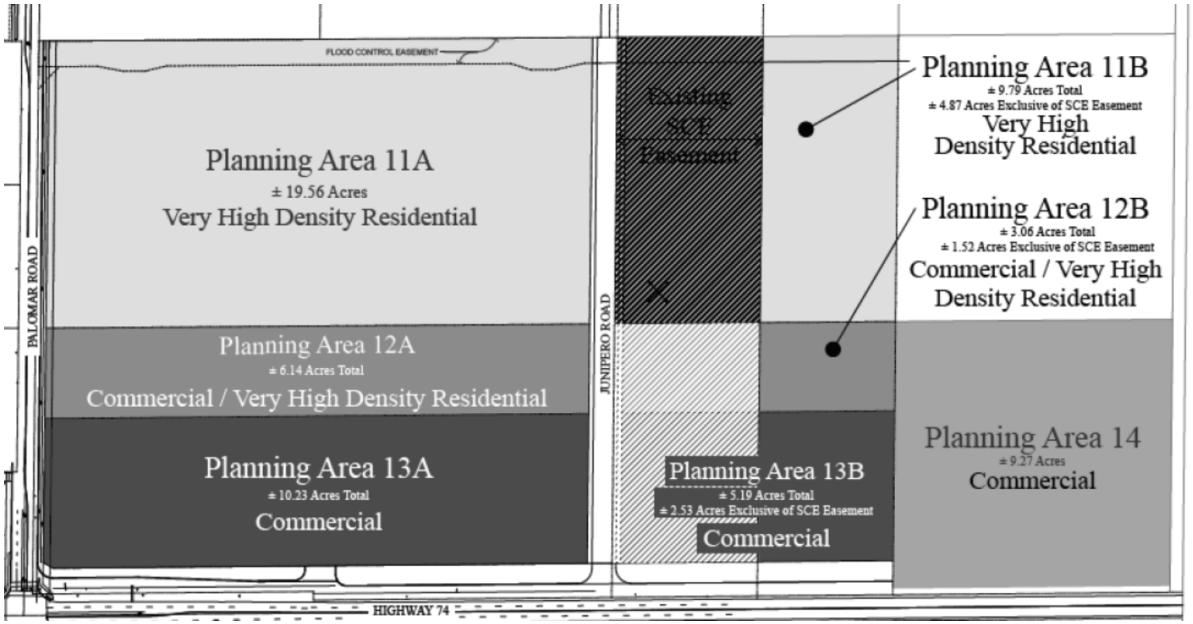
Location Map



Existing/Proposed Land Uses



EXISTING



PROPOSED

Metropolitan Water District of Southern California - CEQA Review
700 North Alameda Street
Los Angeles, CA 90012

US Army Corps of Engineers
CEQA Review
915 Wilshire Boulevard
Los Angeles, CA 90017

California Department of Transportation – District 8
Attn: Nate Picket - CEQA Review
464 West 4th Street
San Bernardino, CA 92401

The Gas Company
CEQA Review
527 N. San Jacinto Street
Hemet, CA 92548

South Coast Air Quality Management District
CEQA Review
21865 Copley Drive
Diamond Bar, CA 91765

Southern California Association of Governments
CEQA Review
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

Riverside County Fire Department
Homeland Station
CEQA Review
25730 Sultanas Rd
Homeland, CA 92548

City of Canyon Lake
Planning Division
CEQA Review
31516 Railroad Canyon Road
Canyon Lake, CA 92587

Valley-Wide Recreation & Park District
CEQA Review
901 W. Esplanade Ave.
San Jacinto, CA 92582

Perris Union High School District
CEQA Review
155 East Fourth Street
Perris, CA 92570
Attn: Candace Raines

Karen Cadavona - SCE
3rd Party Environmental Review
2244 Walnut Grove Avenue, Quad 4C
472A - CEQA
Rosemead, CA 91770

Verizon California
CEQA Review
83793 Dr Carreon Blvd
Indio, CA 92201

Eastern Municipal Water District
CEQA Review
P.O. Box 8300
Perris, CA 92572-8300

Riverside County Dept. of Env. Health
CEQA Review
3880 Lemon St., 2nd Floor
Riverside, CA 92501

Riverside County Planning Department
CEQA Review
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Riverside Transit Agency
CEQA Review
P.O. Box 59968
Riverside, CA 92517-1968

Riverside County Fire Department
CEQA Review
2300 Market Street, Suite 150
Riverside, CA 92501

City of Hemet
Planning Department
CEQA Review
445 E. Florida Avenue
Hemet, CA 92543

Morongo Band of Mission Indians
CEQA Review
12700 Pumarra Road
Banning, CA 92220

Menifee Union School District
CEQA Review
29775 Haun Road
Menifee, CA 92586
Attn: Bruce Shaw

Riverside County ALUC
CEQA Review
4080 Lemon Street, 14th Floor
Riverside CA 92501

Rincon Cultural Resources Department
CEQA Review
1 West Tribal Road
Valley Center, CA 92082

Pechanga Band of Mission Indians
Attn: Ebru Ozdil, Planning Specialist
CEQA Review
P.O. Box 2183
Temecula, CA 92593

Soboba Band of Luiseño Indians
CEQA Review
P.O. Box 487
San Jacinto, CA 92581

Santa Ana Regional Water Quality Control Board
CEQA Review
3737 Main Street, Suite 500
Riverside, CA 92501

Agua Caliente Band of Cahuilla Indians
CEQA Review– Katie Croft
5401 Dinah Shore Drive
Palm Springs, CA 92264

Riverside County EPD
CEQA Review
4080 Lemon Street, 12th Floor
Riverside, CA 92501
Attn: Teresa Harness

Riverside County Sheriff's Department
CEQA Review
4095 Lemon Street
Riverside, CA 92501

Menifee Valley Historical Association
Attn: Barbara Spencer
CEQA Review
33751 Zeiders Road
Menifee, CA 92584

Western Riverside County Regional Conservation Authority
CEQA Review
3403 Tenth Street, Suite 320
Riverside, CA 92501

State of California
Native American Heritage Commission
CEQA Review
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691

Eastern Information Center Dept. of Anthropology - CEQA
University of California Riverside
1334 Watkins Hall
Riverside, CA 92521

Department of Conservation
CEQA Review
801 K Street, MS 13-71
Sacramento, CA 95814

CA Department of Fish and Wildlife
Inland Deserts Region - CEQA
3602 Inland Empire Boulevard C-220
Ontario, CA 91764

CA State Water Resources Control Board - Nadell Gayou - CEQA
1001 I Street
Sacramento, CA 95814

Romoland School District
CEQA Review
25900 Leon Road
Homeland, CA 92548

March Air Reserve Base
CEQA Review
14560 2nd Street, Building 2640
March Air Reserve Base, CA 92518

Farm Bureau, Riverside County
CEQA Review
21160 Box Springs Road, Suite 102
Moreno Valley, CA 92557

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on February 14, 2019,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers Palomar Crossings for

Company or Individual's Name RCIT - GIS,

Distance buffered 600'

Pursuant to application requirements furnished by the Riverside County Planning Department. Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

TITLE: GIS Analyst

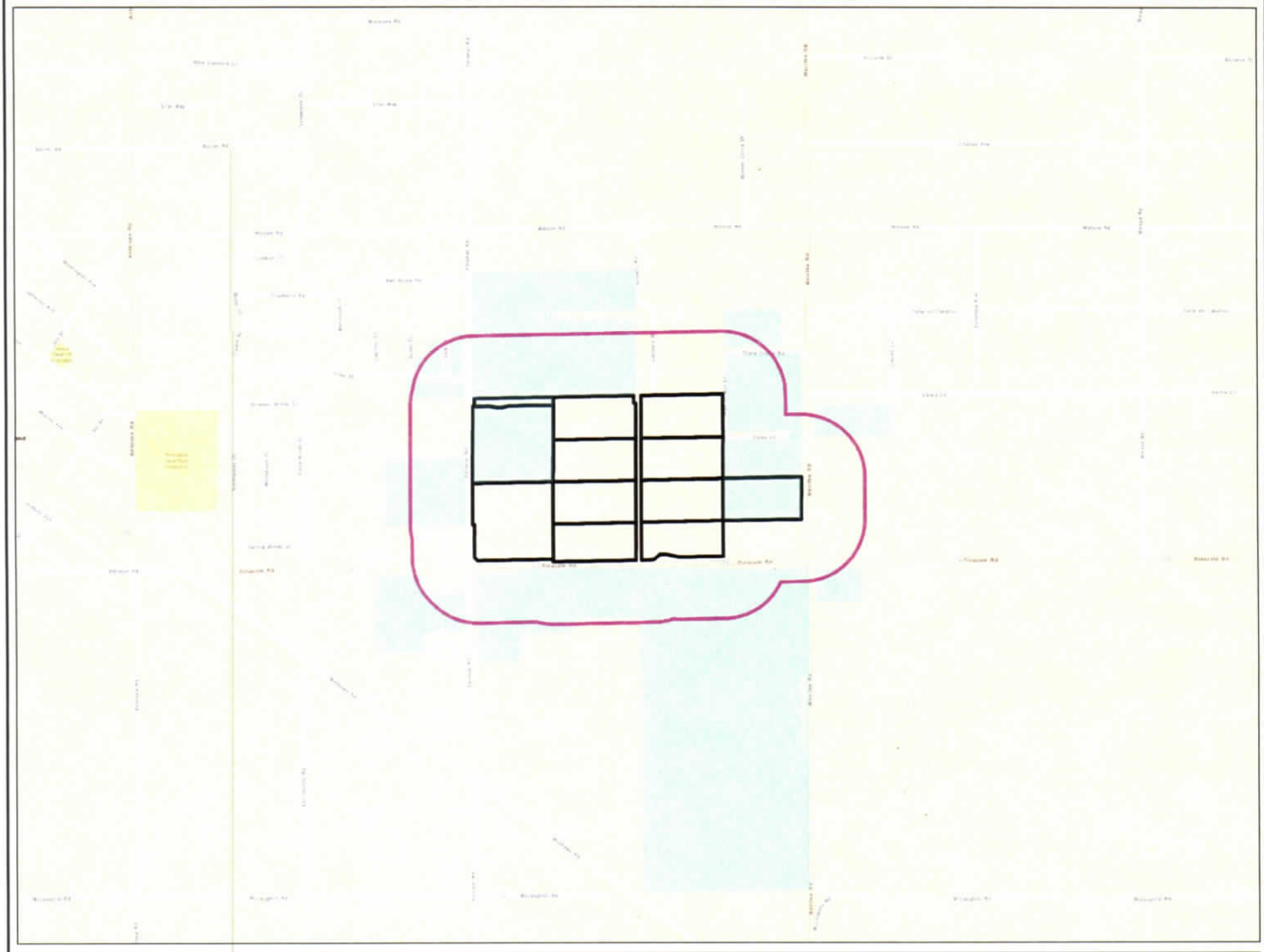
ADDRESS: 4080 Lemon Street 9TH Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

Riverside County GIS Mailing Labels

APN: 329100034,329100033,329100030,329100027,329100026,329100025,329100031, 329090069,329090070,329090071,329090072,329090026,329090025 (600 feet buffer)





Legend

- County Boundary
- Cities
- World Street Map

Notes

0 1,505 3,009 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... 2/14/2019 3:53:15 PM

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327290052
MENIFEE CROSSROADS PARTNERS
170 B WILKERSON AVE
PERRIS CA 92570

329090025
GEORGIANN L PSAROS
G L PSAROS
52 VISTA MONTEMAR
LAGUNA NIGUEL CA 92677

329090047
BENJAMIN MARTINEZ
EMILIA MARTINEZ
28840 STONE LN
MENIFEE CA. 92585

329090048
ANGEL CAZAREZ
ALICIA CAZAREZ
P O BOX 1037
SUN CITY CA 92585

329090049
JESSE SCOTT SHEPARD
28900 STONE LN
MENIFEE CA 92585

329090050
ARLENE A JUAREZ
28980 STONE LN
MENIFEE CA. 92585

329090051
NAHOUL N NAVARRO
ARACELI GUTIERREZ
28840 TRIPLE CROWN RD
MENIFEE CA. 92585

329090052
DANNY CARLSON
GEORGENE CARLSON
28870 TRIPLE CROWN RD
MENIFEE CA 92585

329090053
CAROLE M MARCUS
3337 W FLORIDA AVE PMB 243
HEMET CA 92545

329090055
JUAN R ALVAREZ
MARY E ALVAREZ
P O BOX 1142
ROMOLAND CA 92585

329090056
JED A HOLLEY
JUDITH E HOLMQUIST
P O BOX 830
MURRIETA CA 92564

329090057
PAMELA GUYTON
28905 TRIPLE CROWN RD
MENIFEE CA. 92585

329090058
JOSE L OTANEZ
28985 TRIPLE CROWN RD
MENIFEE CA. 92585

329090063
JOHN RENFRO
LISA J RENFRO
28845 STONE LN
MENIFEE CA. 92585

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329090064
ANGEL M SERRATO QUESADA
IRMA SERRATO
28875 STONE LN
MENIFEE CA. 92585

329090065
MICHAEL L DANFORD
ELAINE A DANFORD
P O BOX 1334
MENIFEE CA 92585

329090066
PATRICK WAYNE HELFERICH
MICHELLE M HELFERICH
28985 STONE LN
MENIFEE CA. 92585

329100010
WSI LAND HOLDINGS
3161 MICHELSON DR STE 425
IRVINE CA 92612

329100033
ROMOLA GENERAL PARTNERSHIP
29490 WARMSPRINGS DR
MENIFEE CA 92584

329100034
RIVERSIDE CO FLOOD CONT & WATER CONS
1995 MARKET ST
RIVERSIDE CA 92501

329110042
JOHN V MOTTE
EVELYN E MOTTE
445 S D ST
PERRIS CA 92570

329380001
CHAD BAGBY
DORILYNN BAGBY
25668 GALA CT
MENIFEE CA. 92585

329380002
ISMAEL RIVAS
3690 OBELISK CT
PERRIS CA 92570

329380003
JAQUEL D WILSON
KAMEIKA R LITTLEJOHN
25644 GALA CT
MENIFEE CA. 92585

329380004
LETICIA MARQUEZ
25632 GALA CT
MENIFEE CA. 92585

329380005
ALONSO MAGANA PEREZ
25620 GALA CIR
MENIFEE CA 92585

329380013
ELIAS RAMIREZ
25627 GALA CT
MENIFEE CA. 92585

329380014
CHRISTOPHER BRIAN RODRIGUEZ
CELENA CUEVAS GALVEZ
C/O C/O RAUL FELIZARDO
35423 SADDLE HILL RD
LAKE ELSINORE CA 92532

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329380015
JOEL L SANCHEZ CANEDO
EVA L SANCHEZ
MYRA SANCHEZ

25651 GALA CIR
MENIFEE CA 92585

329380016
CLEMENTINO VARGAS
25663 GALA CT
MENIFEE CA. 92585

329380018
MARTIN LOERA
ALBERTA LOERA
25692 SOLELL CIR
MENIFEE CA. 92585

329380019
ALBERTO VAZQUEZ RODRIGUEZ
CINTHYA PAULINA NUNGARAY
25680 SOLELL CIR
MENIFEE CA. 92585

329381001
CORRINE CATHERINE HOCKING
DANIEL ADAM ALVAREZ
28471 CIDER ST
MENIFEE CA. 92585

329381002
JEREMY LEE RIEVLEY
CHEYANNE MARIE IMBRIACO
28459 CIDER ST
MENIFEE CA 92585

329381003
FRANCINE AGUILERA
28447 CIDER ST
MENIFEE CA 92585

329381004
STEVEN GASTELUM
28435 CIDER ST
MENIFEE CA. 92585

329381005
MARIA Z RIVERA
28423 CIDER ST
MENIFEE CA. 92585

329381006
JASON L BUCKINGHAM
28411 CIDER ST
MENIFEE CA. 92585

329381007
MARK V STILT
BARBARA W STILT
28399 CIDER ST
MENIFEE CA. 92585

329381017
FIESTA DEV INC
5642 RESEARCH DR STE A
HUNTINGTON BEACH CA 92649

331190030
AMELIA SHERMAN
BRIAN D SHERMAN
RANDALL G SHERMAN

1737 PCH
LOMITA CA 90717

331190031
JIMMIE P NELSON
LAURA M NELSON
PO BOX 27240
SAN DIEGO CA 92198

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331190033
DFA
1401 MINERAL AVE
LAS VEGAS NV 89106

331220002
CBC1
13795 BLAISDELL PL 203
POWAY CA 92064

331220014
ALUMAX BUILDING PRODUCTS INC
P O BOX 56607
ATLANTA GA 30343

331220042
STRIDER PROP
C/O C/O JOHN L SUTTON
4462 COUNTY RD NO 124
HESPERUS CO 81326

331230004
SOUTHERN CALIFORNIA EDISON CO
C/O C S REENDERS ASST COMPTROLLER
P O BOX 800
ROSEMEAD CA 91770

331260017
HADDADIN HOLDINGS
3458 WEBSTER AVE
PERRIS CA 92571

329090048
CURRENT RESIDENT
28870 STONE LN
MENIFEE CA 92585

329090055
CURRENT RESIDENT
28845 TRIPLE CROWN RD
MENIFEE CA 92585

329090056
CURRENT RESIDENT
28875 TRIPLE CROWN RD
MENIFEE CA 92585

329090065
CURRENT RESIDENT
28905 STONE LN
MENIFEE CA 92585

329380002
CURRENT RESIDENT
25656 GALA CT
MENIFEE CA 92585

329380014
CURRENT RESIDENT
25639 GALA CT
MENIFEE CA 92585

~~APPLICANT/REPRESENTATIVE~~
MIKE NAGGAR
445 S. D ST
PERRIS, CA 92570

~~OWNER~~
ROMOLA GENERAL / MALAGA 74, LLC
31361 ELECTRIC AVE
NUEVO, CA 92567

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APPENDIX 8.2

NOP COMMENT LETTERS AND SCOPING MEETING COMMENTS

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Gavin Newsom
Governor

Kate Gordon
Director

Notice of Preparation

February 22, 2019

To: Reviewing Agencies

Re: Palomar Crossings
SCH# 2019029123

Attached for your review and comment is the Notice of Preparation (NOP) for the Palomar Crossings draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Manny Baeza
City of Menifee
29714 Haun Road
Menifee, CA 92586

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2019029123
Project Title Palomar Crossings
Lead Agency Menifee, City of

Type NOP Notice of Preparation

Description Specific Plan No. 260, Amendment No. 3 (SP260, A3) proposed the following modifications to the Specific Plan Land Use Plan Planning Areas (PA). It should be noted that, as a worst-case scenario, 246, 312 square feet of commerical uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study. The existing SCE easement is being included within Planning Areas 11, 12, and 13 in this amendment. Development will have to conform with all applicable SCE easement restrictions. The easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins, and for passive recreation uses. NOTE: See NOP for full project description

Lead Agency Contact

Name Manny Baeza
Agency City of Menifee
Phone 951-672-6777 **Fax**
email
Address 29714 Haun Road
City Menifee **State** CA **Zip** 92586

Project Location

County Riverside
City Menifee
Region
Cross Streets North of Hwy 74, south of Watson Rd., west of Menifee Rd., east of Palomar Rd.,
Lat / Long 33° 44' N / 117° 9' 31" W
Parcel No. various
Township 5S **Range** 3W **Section** 11 **Base** Romoland

Proximity to:

Highways Hwy 74, I-215
Airports
Railways
Waterways
Schools various
Land Use Vacant, Specific Plan Zone - Commercial and Business Park, Menifee North Specific Plan General Plan Designation

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Conservation; Cal Fire; Office of Historic Preservation; Department of Fish and Wildlife, Region 6; Department of Housing and Community Development; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Air Resources Board, Transportation Projects; State Water Resources Control Board, Division of Drinking Water; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 8

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Date Received 02/22/2019 ***Start of Review*** 02/22/2019 ***End of Review*** 03/25/2019

Note: Blanks in data fields result from insufficient information provided by lead agency.

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH# 2019029123

Project Title: PALOMAR CROSSINGS

Lead Agency: City of Menifee
Contact Person: Manny Baeza, Senior Planner
Mailing Address: 29714 Haun Road
Phone: 951.672.6777
City: Menifee Zip: 92586
County: Riverside

Project Location: County: Riverside City/Nearest Community: Menifee
Cross Streets: North of Hwy 74, south of Watson Rd, west of Menifee Rd, and east of Palomar Rd Zip Code: 92584
Longitude/Latitude (degrees, minutes and seconds): 33 ° 44 ′ 66 ″ N / 117 ° 9 ′ 31 ″ W Total Acres: 64
Assessor's Parcel No.: See attached.
Section: 11 Twp.: 5S Range: 3W Base: Romoland
Within 2 Miles: State Hwy #: Hwy 74, I-215 Waterways: N/A
Airports: N/A Railways: N/A Schools: See attached.

Document Type:

CEQA: [x] NOP [ ] Draft EIR
[ ] Early Cons [ ] Supplement/Subsequent EIR
[ ] Neg Dec (Prior SCH No.) _____
[ ] Mit Neg Dec Other: _____

NEPA: [ ] NOI [ ] Other: [ ] Joint Document
[ ] EA [ ] Final Document
[ ] Draft EIS [ ] Other: _____
[ ] FONSI

Governor's Office of Planning & Research

FEB 22 2019

STATE CLEARINGHOUSE

Local Action Type:

[ ] General Plan Update [x] Specific Plan [ ] Rezone [ ] Annexation
[ ] General Plan Amendment [ ] Master Plan [ ] Prezone [ ] Redevelopment
[ ] General Plan Element [ ] Planned Unit Development [ ] Use Permit [ ] Coastal Permit
[ ] Community Plan [ ] Site Plan [ ] Land Division (Subdivision, etc.) [x] Other: SP Amendment

Development Type:

[x] Residential: Units 637 Acres 39
[ ] Office: Sq.ft. _____ Acres _____ Employees _____
[x] Commercial: Sq.ft. _____ Acres 25 Employees TBD
[ ] Industrial: Sq.ft. _____ Acres _____ Employees _____
[ ] Educational: _____
[ ] Recreational: _____
[ ] Water Facilities: Type _____ MGD _____
[ ] Transportation: Type _____
[ ] Mining: Mineral _____
[ ] Power: Type _____ MW _____
[ ] Waste Treatment: Type _____ MGD _____
[ ] Hazardous Waste: Type _____
[ ] Other: _____

Project Issues Discussed in Document:

[x] Aesthetic/Visual
[x] Agricultural Land
[x] Air Quality
[x] Archeological/Historical
[x] Biological Resources
[ ] Coastal Zone
[x] Drainage/Absorption
[ ] Economic/Jobs
[ ] Fiscal
[x] Flood Plain/Flooding
[x] Forest Land/Fire Hazard
[x] Geologic/Seismic
[x] Minerals
[x] Noise
[x] Population/Housing Balance
[x] Public Services/Facilities
[x] Recreation/Parks
[x] Schools/Universities
[x] Septic Systems
[x] Sewer Capacity
[x] Soil Erosion/Compaction/Grading
[x] Solid Waste
[x] Toxic/Hazardous
[x] Traffic/Circulation
[x] Vegetation
[x] Water Quality
[x] Water Supply/Groundwater
[x] Wetland/Riparian
[x] Growth Inducement
[x] Land Use
[x] Cumulative Effects
[x] Other: Energy;GHG;Wildfire

Present Land Use/Zoning/General Plan Designation:

Vacant, Specific Plan Zone - Commercial and Business Park, Menifee North Specific Plan General Plan Designation

Project Description: *(please use a separate page if necessary)*
See attached.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

NOP Distribution List

County: Riverside OR SCH# 2019029123

Resources Agency

- [ ] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Denise Peterson
- [ ] **California Coastal Commission**
  Allyson Hitt
- [ ] **Colorado River Board**
  Elsa Contreras
- [ ] **Dept. of Conservation**
  Crina Chan
- [ ] **Cal Fire**
  Dan Foster
- [ ] **Central Valley Flood Protection Board**
  James Herota
- [ ] **Office of Historic Preservation**
  Ron Parsons
- [ ] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve Goldbeck
- [ ] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- [ ] **Depart. of Fish & Wildlife**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Wildlife Region 1**
  Curt Babcock
- [ ] **Fish & Wildlife Region 1E**
  Laurie Harnsberger
- [ ] **Fish & Wildlife Region 2**
  Jeff Drongesen
- [ ] **Fish & Wildlife Region 3**
  Craig Weightman
- [ ] **Fish & Wildlife Region 4**
  Julie Vance
- [ ] **Fish & Wildlife Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6**
  Tiffany Ellis
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6 I/M**
  Heidi Calvert
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Wildlife M**
  William Paznokas
  Marine Region

Other Departments

- [ ] **California Department of Education**
  Lesley Taylor
- [ ] **OES (Office of Emergency Services)**
  Monique Wilber
- [ ] **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] **Dept. of General Services**
  Cathy Buck
  Environmental Services Section
- [ ] **Housing & Comm. Dev.**
  CEQA Coordinator
  Housing Policy Division

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Erik Vink
- [ ] **Delta Stewardship Council**
  Anthony Navasero
- [ ] **California Energy Commission**
  Eric Knight
- [ ] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Supervisor
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [ ] **State Lands Commission**
  Jennifer Deleong
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Cal State Transportation Agency CalSTA

- [ ] **Caltrans - Division of Aeronautics**
  Philip Crimmins
- [ ] **Caltrans – Planning HQ LD-IGR**
  Christian Bushong
- [ ] **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects

Dept. of Transportation

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  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Susan Zanchi
- [ ] **Caltrans, District 4**
  Patricia Maurice
- [ ] **Caltrans, District 5**
  Larry Newland
- [ ] **Caltrans, District 6**
  Michael Navarro
- [ ] **Caltrans, District 7**
  Dianna Watson
- [ ] **Caltrans, District 8**
  Mark Roberts
- [ ] **Caltrans, District 9**
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- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
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- [ ] **Caltrans, District 12**
  Maureen El Harake

Cal EPA

Air Resources Board

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  Jack Wursten
- [ ] **Transportation Projects**
  Nesamani Kalandiyur
- [ ] **Industrial/Energy Projects**
  Mike Tollstrup
- [ ] **California Department of Resources, Recycling & Recovery**
  Kevin Taylor/Jeff Esquivel
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Cindy Forbes – Asst Deputy
  Division of Drinking Water
- [ ] **State Water Resources Control Board**
  Div. Drinking Water #_____
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control Reg. #_____**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [ ] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
- [ ] **RWQCB 5F**
  Central Valley Region (5)
  Fresno Branch Office
- [ ] **RWQCB 5R**
  Central Valley Region (5)
  Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
- [ ] **RWQCB 6V**
  Lahontan Region (6)
  Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] **Other** _____
  _____
  _____
- [ ] _____
  Conservancy

Last Updated 5/22/18

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

March 6, 2019

Manny Baeza
City of Menifee
29714 Haun Road
Menifee, CA 92586

RE: SCH# 2019029123 Palomar Crossings, Riverside County

Dear Mr. Baeza:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
   a. A brief description of the project.
   b. The lead agency contact information.
   c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
   d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
   a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
   a. Alternatives to the project.
   b. Recommended mitigation measures.
   c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.
   d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
   a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
   b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Steven.Quinn@nahc.ca.gov.

Sincerely,

for

Steven Quinn
Associate Governmental Program Analyst

cc: State Clearinghouse

Department of Toxic Substances Control

Jared Blumenfeld
Secretary for
Environmental Protection

Meredith Williams, Ph.D.
Acting Director
5796 Corporate Avenue
Cypress, California 90630

Gavin Newsom
Governor

March 14, 2019

Mr. Manny Baeza
Senior Planner
City of Menifee
Community Development Department
29714 Haun Road
Menifee, California 92586

DRAFT INITIAL STUDY FOR MENIFEE NORTH SPECIFIC PLAN 260, AMENDMENT NO. 3 (2010-090), PALOMAR CROSSINGS, MENIFEE (SCH# 2019029123)

Dear Mr. Baeza:

The Department of Toxic Substances Control (DTSC) reviewed the draft Initial Study (Matthew Fagan Consulting Services, Inc., February 2019) for the Menifee North Specific Plan 260, Amendment No. 3 – Palomar Crossings, located in the City Menifee (City).

The project proposes to modify the current land uses to allow residential and/or commercial uses. For purposes of conducting an Initial Study, the City evaluated as a basis, a conservative or worst-case scenario, projecting up to 246,312 square feet of commercial uses and 637 multi-family dwelling units.

The Initial Study, in Section 9.b., states that the project site was utilized for agricultural purposes from at least 1938 until at least 1967. As a result, mitigation measure MM-HAZ-1 is proposed in the Initial Study. MM-HAZ-1 requires monitoring during ground disturbance activities and remediation if pesticides are present.

DTSC is uncertain whether soil investigations will be conducted prior to any ground disturbance activities; therefore, DTSC recommends that the Initial Study include a mitigation measure to investigate site prior to any ground disturbance activities. DTSC recommends that a workplan be prepared in accordance with DTSC's Interim Guidance for Sampling Agricultural Properties (https://dtsc.ca.gov/schools/upload/Ag-Guidance-Rev-3-August-7-2008-2.pdf)

Please note that any environmental investigation shall be conducted under a workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup.

DTSC appreciates the opportunity to review the Initial Study. Should you need any assistance in environmental investigation, please submit a request for Lead Agency Oversight Application which can be found at https://www.dtsc.ca.gov/SiteCleanup/Brownfields/voluntary-agreements-guide.cfm.

Should you have any questions regarding this letter, please contact me at (714) 484-5392 or by email at ChiaRin.Yen@dtsc.ca.gov.

Sincerely,

Chia Rin Yen
Environmental Scientist
Brownfields Restoration and School Evaluation Branch
Site Mitigation and Restoration Program

ar/cy/yg

cc: Governor's Office of Planning and Research (via e-mail)
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
State.clearinghouse@opr.ca.gov

Mr. Dave Kereazis (via e-mail)
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Ms. Yolanda M. Garza (via e-mail)
Brownfields Restoration and School Evaluation Branch
Site Mitigation and Restoration Program
Yolanda.Garza@dtsc.ca.gov

CAL FIRE – RIVERSIDE UNIT
RIVERSIDE COUNTY FIRE DEPARTMENT

Shawn C. Newman - Fire Chief
210 West San Jacinto Avenue, Perris, CA 92570-1915
Bus: (951) 940-6900 Fax: (951) 940-6373 www.rvcfire.org

PROUDLY SERVING THE UNINCORPORATED AREAS OF RIVERSIDE COUNTY AND THE CITIES OF:

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INDIO
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DISTRICT 5

March 19, 2019

City of Menifee
Manny Baeza, Community Development Department
29714 Haun Rd.
Menifee, CA 92586

RE: NOP for Specific Plan 290 "Palomar Crossings"

To whom it may concern,

In reviewing the Notice of Preparation for a Draft EIR for the above project, the project will result in an increase in high-density residential and will contribute to a cumulative adverse impact on the Fire Department's ability to provide an acceptable level of service. These impacts include an increased number of emergency and public service calls due to the increased presence of structures, traffic and population. Future development of these additions will be subject to Development Impact Fees and/or capital improvements. Please note that the nearest fire station is a county funded station and will be primarily responsible for the increase in calls.

While Development Impact Fees (DIF) might assist in the one-time mitigation for capital projects, considering ongoing governmental funding challenges, we encourage the Environmental Impact Report to thoroughly review and determine if mitigations are necessary for ongoing fiscal impacts to our operational services.

If we can be of further assistance, please contact us by email at: adria.reinertson@fire.ca.gov

Sincerely,

Adria Reinertson
Deputy Fire Marshal
Strategic Planning
Office of the Fire Marshal

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL: March 19, 2019

mbaeza@cityofmenifee.us
Manny Baeza, Senior Planner
City of Menifee, Community Development Department
29714 Haun Road
Menifee, CA 92586

Notice of Preparation of a Draft Environmental Impact Report for
Menifee North Specific Plan 260, Amendment No. (SPA) 3 - Palomar Crossings

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files[1]. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on SCAQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts.

[1] Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

Mobile Source Health Risk Assessment

Notwithstanding the court rulings, SCAQMD staff recognizes that the Lead Agencies that approve CEQA documents retain the authority to include any additional information they deem relevant to assessing and mitigating the environmental impacts of a project. Because of SCAQMD staff's concern about the potential public health impacts of siting sensitive populations within close proximity of freeways and other sources of air pollution, SCAQMD staff recommends that, prior to approving the project, Lead Agencies consider the impacts of air pollutants on people who will live in a new project and provide mitigation where necessary.

When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the Proposed Project, the Lead Agency should identify any potential adverse health risk impacts using its best efforts to find out and a good-faith effort at full disclosure in the CEQA document. Based on a review of aerial photographs and information in the Notice of Preparation, SCAQMD staff found that the Proposed Project will be located north of Highway 74. Because of the proximity to the existing freeway, residents at the Proposed Project[2] would be exposed to diesel particulate matter (DPM), which is a toxic air contaminant and a carcinogen. Diesel particulate matter emitted from diesel powered engines (such as trucks) has been classified by the California Air Resources Board (CARB) as a toxic air contaminant and a carcinogen. Since future residences at the Proposed Project would be exposed to toxic emissions from the nearby sources of air pollution (e.g., diesel fueled highway vehicles and locomotives), SCAQMD staff

[2] According to the Project Description in the Notice of Preparation, the Proposed Project would include, among other, construction of 637 multi-family residential units.

recommends that the Lead Agency conduct a health risk assessment (HRA)[3] to disclose the potential health risks to the residents in the Draft EIR[4].

Guidance Regarding Residences Sited Near a High-Volume Freeway or Other Sources of Air Pollution

SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and the SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the CARB *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. Guidance[5] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 of SCAQMD's CEQA Air Quality Handbook
- SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

[3] South Coast Air Quality Management District. "*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*." Accessed at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.

[4] SCAQMD has developed the CEQA significance threshold of 10 in one million for cancer risk. When SCAQMD acts as the Lead Agency, SCAQMD staff conducts a HRA, compares the maximum cancer risk to the threshold of 10 in one million to determine the level of significance for health risk impacts, and identifies mitigation measures if the risk is found to be significant.

[5] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

As stated above, the Proposed Project is located in proximity to Highway 74. Many strategies are available to reduce exposure, including, but are not limited to, building filtration systems with Minimum Efficiency Reporting Value (MERV) 13 or better, or in some cases, MERV 15 or better is recommended; building design, orientation, location; vegetation barriers or landscaping screening, etc. Because of the potential adverse health risks involved with siting sensitive receptors near freeways and sources of air pollution, it is essential that any proposed strategy must be carefully evaluated before implementation.

In the event that enhanced filtration units are installed at the Proposed Project either as a mitigation measure or project design feature requirement, SCAQMD staff recommends that the Lead Agency consider the limitations of the enhanced filtration. For example, in a study that SCAQMD conducted to investigate filters[6], a cost burden is expected to be within the range of $120 to $240 per year to replace each filter. The initial start-up cost could substantially increase if an HVAC system needs to be installed. In addition, because the filters would not have any effectiveness unless the HVAC system is running, there may be increased energy costs to the residents. It is typically assumed that the filters operate 100 percent of the time while residents are indoors, and the environmental analysis does not generally account for the times when the residents have their windows or doors open or are in common space areas of the project. Moreover, these filters have no ability to filter out any toxic gases from vehicle exhaust. Therefore, the presumed effectiveness and feasibility of any filtration units should be carefully evaluated in more detail prior to assuming that they will sufficiently alleviate exposures to toxic emissions.

Additionally, if enhanced filtration units are installed at the Proposed Project, and to ensure that they are enforceable throughout the lifetime of the Proposed Project as well as effective in reducing exposures to DPM emissions, SCAQMD staff recommends that the Lead Agency provide additional details regarding the ongoing, regular maintenance, and monitoring of filters in the Draft EIR. To facilitate a good faith effort at full disclosure and provide useful information to future residents who will live and/or work at the Proposed Project, the Draft EIR should include the following information, at a minimum:

- Disclosure on potential health impacts to prospective residents from living and/or working in proximity to freeways, and the reduced effectiveness of air filtration system when windows are open and when tenants are outdoor;
- Identification of the responsible implementing and enforcement agency such as the Lead Agency for ensuring that enhanced filters are installed on-site at the Proposed Project before a permit of occupancy is issued;
- Identification of the responsible implementing and enforcement agency such as the Lead Agency's building and safety inspection unit to provide periodic, regular inspection on filters;
- Provide information and guidance to the Project developer or proponent on the importance of filter installation and ongoing maintenance;
- Provide information to residents about where the MERV filers can be purchased;
- Disclosure on increased costs for purchasing enhanced filtration systems to prospective residents;
- Disclosure on increased energy costs for running the HVAC system with MERV filters to prospective residents;
- Disclosure on recommended schedules (e.g., once a year or every six months) for replacing the enhanced filtration units to prospective residents;
- Identification of the responsible entity such as residents, tenants, Homeowner's Association (HOA) or property management to ensure filters are replaced on time, if appropriate and feasible;
- Develop ongoing cost sharing strategies between the HOA and residents/tenants, if available, for replacing the enhanced filtration units;

[6] This study evaluated filters rated MERV 13 or better. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf. Also see 2012 Peer Review Journal article by SCAQMD: https://onlinelibrary.wiley.com/doi/10.1111/ina.12013.

- Set up criteria for assessing progress in installing and replacing the enhanced filtration units at the Proposed Project; and
- Set up process for evaluating the effectiveness of the enhanced filtration units at the Proposed Project.

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits

In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the Proposed Project. For more information on permits, please visit SCAQMD webpage at: http://www.aqmd.gov/home/permits. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage at: http://www.aqmd.gov.

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
RVC190301-05
Control Number

SCAG
INNOVATING FOR A BETTER TOMORROW

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March 27, 2019

Mr. Manny Baeza, Senior Planner
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RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Menifee North Specific Plan 260, Amendment #3 – Palomar Crossings [SCAG NO. IGR9844]

Dear Mr. Manny,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Menifee North Specific Plan 206, Amendment #3 - Palomar Crossings ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Menifee North Specific Plan 206, Amendment #3 - Palomar Crossings. The proposed project includes modifications to the existing Specific Plan Land Use Planning Areas (PA11, PA12, and PA13) on 63.24 acres.

When available, please send environmental documentation to *SCAG's Los Angeles office in Los Angeles (900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017) or by email to au@scag.ca.gov* providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Manager, Compliance and Performance Monitoring

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MENIFEE NORTH SPECIFIC PLAN 206, AMENDMENT #3 - PALOMAR CROSSINGS [SCAG NO. IGR9844]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and active transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies**
	**SCAG does not yet have an agreed-upon security performance measure.*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Menifee Forecasts		
	Year 2020	**Year 2035**	**Year 2040**	**Year 2020**	**Year 2035**	**Year 2040**
Population	19,663,000	22,091,000	22,138,800	93,800	115,900	121,100
Households	6,458,000	7,325,000	7,412,300	35,200	46,100	48,100
Employment	8,414,000	9,441,000	9,871,500	16,300	22,600	23,500

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

VALLEY-WIDE
RECREATION AND PARK DISTRICT

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Dean Wetter
General Manager

March 27, 2019

Manny Baeza
City of Menifee Community Development Department
29714 Haun Road
Menifee, CA 92586

RE: NOTICE OF PREPARATION (NOP) FOR NO. PLANNING APPLICATION 2010-090 – MENIFEE NORTH SPECIFIC PLAN 260, AMENDMENT NO (SPA) 3 – PALOMAR CROSSING - AGENCY RESPONSE

Dear Mr. Baeza:

Valley-Wide Recreation and Park District ("Valley-Wide") has reviewed the NOP for the above referenced project. We are pleased that the City is preparing an EIR.

Because this project is located within Valley-Wide's sphere of influence as determined by the Riverside Local Agency Formation Commission, it is within Valley-Wide's probable physical boundaries and probable service area. Accordingly, Valley-Wide respectfully requests that the City impose the following conditions during the entitlement process of the project to address project impacts on parks, recreation, and open-space:

1. The project shall annex into Valley-Wide's Menifee North Park Community Facilities District for landscape maintenance of all parkways, parks, detention basins, and other open-space lots located within Valley-Wide's boundaries.

2. All landscaped areas, including parks, shall be constructed per Valley-Wide standards, and all areas of proposed landscape maintenance shall be identified as a numbered or lettered lot. Each of these lots shall be either dedicated in fee to Valley-Wide or made subject to an easement to Valley-Wide for open-space landscape maintenance.

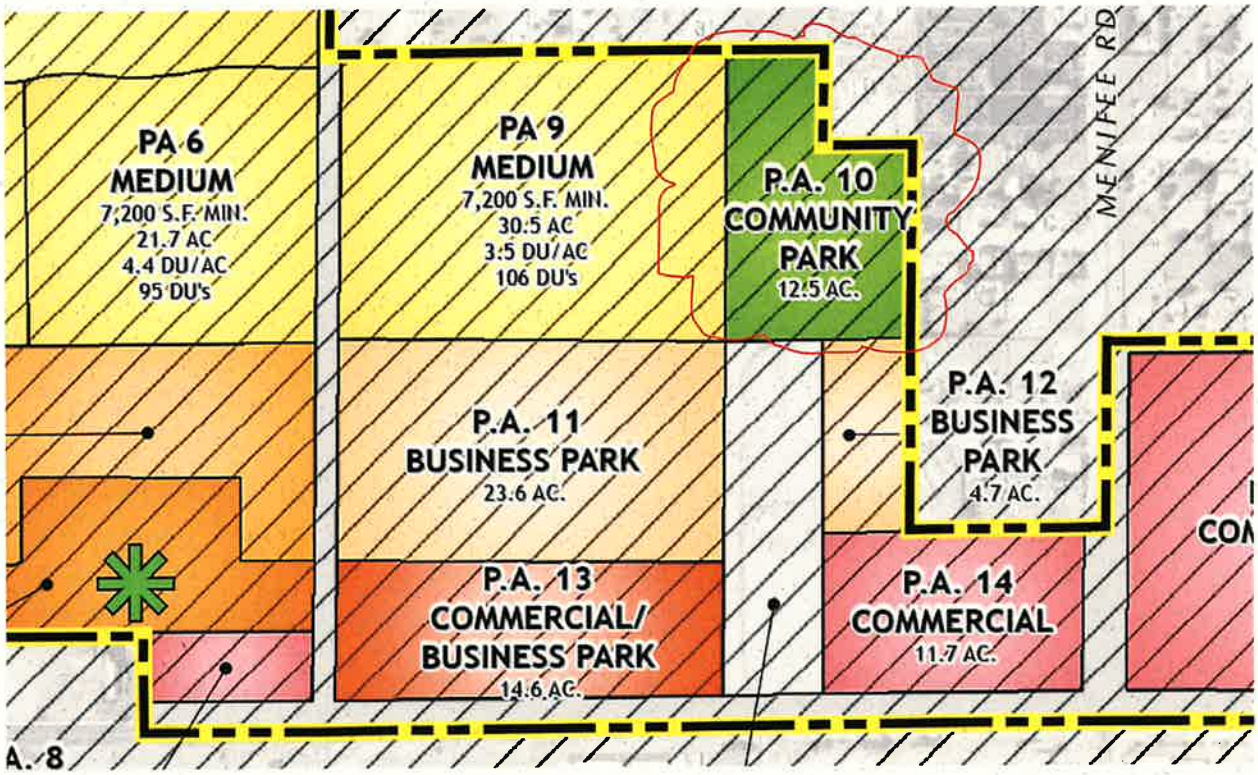
3. Prior to any Tentative Tract Map approval, a Preliminary Maintenance Exhibit (PME) shall be reviewed and approved by Valley-Wide.

4. Prior to any Tentative Tract Map approval, a Preliminary Park Concept (PPC) shall be reviewed and approved by Valley-Wide.

5. Prior to map recordation, a park agreement for construction of parks between the developer and Valley-Wide shall be executed.

In addition, according to the February 2019 Initial Study, this project will have up to 637 multi-family dwelling units with a population of 1,924 persons (the Initial Study assumes 3.02 persons per household). The developer will therefore be required to provide 9.6 acres of active, useable park built to Valley-Wide's standards. Project approvals should expressly require this.

Moreover, the Initial Study assumes that any proposed specific plan amendments would not impact the 12.5 Acre Community Park (PA 10) shown on the previously approved Specific Plan No. 260 Amendment No. 2, Substantial Conformance No. 1. (see below). Please ensure that this is so.



To best address the issues raised above, Valley-Wide encourages the developer to contact us directly regarding the development of this project, to ensure that Valley-Wide standards are met.

Please note that our 2012 Standards and Specifications are available for free online at www.GoRecreation.org. Should you have any questions, please feel free to contact me at (951) 654-1505.

Sincerely,

Loretta Domenigoni, Park Planner
Valley-Wide Recreation and Park District

APPENDIX 8.3

INITIAL STUDY

INITIAL STUDY

for

Menifee North Specific Plan 260, Amendment No. 3 (2010-090)

"Palomar Crossings"

Lead Agency:

City of Menifee
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Menifee, CA 92586
951.672.6777
Point of Contact: Manny Baeza, Senior Planner
mbaeza@cityofmenifee.us

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February 2019

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APPENDICES See ***Enclosed CD***

Appendix A: *Map My County*.

Appendix B: *Palomar Crossing Air Quality and Greenhouse Gas Impact Study, City of Menifee, California,* prepared by RK Engineering Group, Inc., August 28, 2018.

Appendix C: *Palomar Crossings 2010-090 Western Riverside County MSHCP Compliance Document*, prepared by Searl Biological Services, June 28, 2018.

Appendix D: *A Phase I Cultural Resources Assessment of Palomar Crossings, Specific Plan Amendment 2010-090*, prepared by Jean A. Keller, Ph.D., March 2018.

Appendix E: *Geotechnical Update Investigation for Proposed "Palomar Crossings" ± 66.92-Acre Mixed Commercial/Retail and Residential Development Northeast Corner of Highway 74 and Palomar Road, City of Menifee, Riverside County, California*, prepared by South Shore Testing and Environmental, March 8, 2018.

Appendix F1: *Phase I Environmental Site Assessment of an Undeveloped Property Northeast Corner of Highway 74 and Palomar Road, Menifee, California 92585*, prepared by South Shore Testing and Environmental, March 12, 2018.

Appendix F2: *Addendum to Phase I Environmental Site Assessment*, prepared by South Shore Testing and Environmental, September 9, 2018.

Appendix G: *Preliminary Drainage Report for Palomar Crossing Specific Plan Amendment, Menifee, CA*, prepared by United Engineering Group, April 2018.

Appendix H: *Palomar Crossing Noise Impact Study Update City of Menifee, California,* prepared by RK Engineering Group, Inc., March 16, 2018.

Appendix I: *Palomar Crossing Traffic Impact Analysis, City of Menifee, California,* prepared by RK Engineering Group, Inc., October 10, 2018.

Appendix J1: *SB 18 - Native American Consultation Request for Specific Plan Amendment No. 2010-090 (Specific Plan No. 260, Amendment No. 3),* prepared by City of Menifee, August 23, 2017, with responses from Tribe(s).

Appendix J2: *AB 52 Native American Consultation request for Specific Plan Amendment No. 2010-090 (Amendment No. 3 to Specific Plan No. 260 – Menifee North)*, prepared by City of Menifee, May 25, 2016, with responses from Tribe(s).

Appendix K: *Menifee North Specific Plan No. 260 Amendment 3 Planning Areas 11, 12, 13 & 14*, prepared by Keisker & Wiggle Architects, Inc. and HLC Civil Engineering, February 1, 2018.

List of Commonly Used Abbreviations and Acronyms

A-1-5	Light Agriculture, 5-acre minimum
A-2	Heavy Agriculture
A-2-10	Heavy Agriculture, 10-Acre Minimum
A-P	Light Agriculture
AAQS	Ambient Air Quality Standards
AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
AC	Acre
A.C.	Asphalt Concrete
ACM	Asbestos Containing Materials
ACOE	U.S. Army Corps of Engineers
ACS	US Census American Community Survey
Act	Alquist-Priolo Earthquake Fault Zoning Act
ADP	Area Drainage Plans
ADT	Average Daily Traffic
AEP	Association of Environmental Professionals
af	Acre-Feet
Afu	Undocumented Artificial Fill
AFY	Acre-Feet Per Year
AG	Agriculture
AIA	March Air Reserve Base/Inland Port Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AM	Morning
AMSL	Above Mean Sea Level
AOC	Area of Concern
APE	Area of Potential Effect
APN	Assessor's Parcel Number
APs	Area Plans
APS	Alternative Planning Strategy
AQ/GHG	Air Quality/Green House Gas
AQIA	Air Quality Impact Analysis
AQMP	Air Quality Management Plans
ARB	Air Resources Board
ARB Handbook	ARB Air Quality and Land Use Handbook
BAAQMD	Bay Area Air Quality Management District

BACMs	Best Available Control Measures
Basin	South Coast Air Basin
BAU	Business-As-Usual
BGS	Below Ground Surface
BMPs	Best Management Practices
BNSF	Burlington Northern Santa Fe
BP	Business Park
BUOW	Burrowing Owl
C&D	Construction and Demolition
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention Program
CalEEMod™	California Emissions Estimator Model™
Cal/EPA	California Environmental Protection Agency
CalFire	Riverside County Fire Department
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
Calveno	California Vehicle Noise
CAO	Cleanup and Abatement Order
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CBIA	California Building Industry Association
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CD	Community Development
CDC	California Department of Conservation
CDF	California Department of Forestry
CDFW	California Department of Fish and Wildlife
CD:MDR	Community Development: Medium Density Residential
CDO	Cease and Desist Order
CDOGG	California Division of Oil, Gas and Geothermal Resources
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information

	System list
CESA	California Endangered Species Act
CETAP	Community Environmental Transportation Acceptability Program
CFR	Code of Federal Regulations
CH_4	Methane
CHHSLs	California Human Health Screening Levels
CHP	California Highway Patrol
CIP	Capital Improvement Program
CIWMP	Countywide Integrated Waste Management Plan
CLUP	Airport Land Use Compatibility Plan
CMA	Congestion Management Agency
CML&C	Concrete-Mortar Lined and Coated
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNUSD	Corona-Norco Unified School District
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
COA	Conditions of Approval
CPTED	Crime Prevention through Environmental Design
CPUC	California Public Utilities Commission
CR	Commercial Retail
CRA	Cultural Resources Assessment
CRDEH	County of Riverside Department of Environmental Health
CRMP	Cultural Resources Management Plan
CSA	County Service Area
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CVC	California Vehicle Code
CWA	Federal Clean Water Act
CY	Cubic Yards
CZ	Change of Zone
dB	Decibel
dBA	A-Weighted Decibel
dBA CNEL	A-weighted decibel Community Noise Equivalent Level
dBA Leq	A-weighted decibel equivalent noise level
DBESP	Determination of Biologically Equivalent or Superior Preservation
DEIR	Draft Environmental Impact Report

DG	Decomposed Granite
DIF	Development Impact Fee
DMA	Drainage Management Area
DNL	Day/Night Average Sound Level
DOT	Department of Transportation
Dt	Domino Fine Sandy Loam, Saline-Alkali
DTSC	Department of Toxic Substance Control
DU	Dwelling Units
DU/AC	Dwelling Units Per Acre
Dv	Domino Silt Loam, Saline-Alkali
EAP	Existing Plus Ambient Growth Plus Project
EAPC	Existing Plus Ambient Growth Plus Project Plus Cumulative
ECC	Emergency Command Center
EDR	Estate Residential
EDR/RR	Estate Density Residential and Rural Residential
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMWD	Eastern Municipal Water District
EnA	Exeter Sandy Loam, 0 To 2 Percent Slopes
EO	Executive Order
EoB	Exeter Sandy Loam, Slightly Saline-Alkali, 0 To 5 Percent Slopes
EPA	Environmental Protection Agency
EpA	Exeter Sandy Loam, Deep, 0 To 2 Percent Slopes
EPD	Environmental Programs Department
EPS	Emission Performance Standard
ERCI	Emergency Responses, Complaints and Investigation
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment
EwB	Exeter Very Fine Sandy Loam, 0 To 5 Percent Slopes
EyB	Exeter Very Fine Sandy Loam, Deep, 0 To 5 Percent Slopes
°F	Fahrenheit
FBFMs	Flood Boundary & Floodway Maps
FEMA	Federal Emergency Management Act
FHBM	Flood Hazard Boundary Map
FHWA	Federal Highway Administration
FIA	Fiscal Impact Analysis
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping & Monitoring Program

FPER	Fire Protection and Emergency Response Services
FPPA	Farmland Protection Policy Act
FTA	Federal Transit Administration
GHG	Greenhouse Gas
g/m3	Micrograms Per Cubic Meter
GMZs	Groundwater Management Zones
GP	General Plan
GPA	General Plan Amendment
gpd/ac	Gallons-Per-Day Per Acre
GPEIR	General Plan Environmental Impact Report
GWP	Global Warming Potential
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HAP	Hazardous Air Pollutants
HCD	Housing and Community Development
HCM	Highway Capacity Manual
HCOC	Hydrologic Conditions of Concern
HCP	Habitat Conservation Plan
HECW	High-Efficiency Clothes Washers
HETs	High-Efficiency Toilets
HFCs	Hydroflourocarbons
HPLV	High Pressure Low Volume
HOV	High-Occupancy Vehicle
HOA	Home Owners Association
HRA	Health Risk Assessment
HQTA	High Quality Transportation Area
HVAC	Heating, Ventilation, And Air Conditioning Units
HV/WAP	Harvest Valley/Winchester Area Plan
HWCL	Hazardous Waste Control Law
Hz	Hertz
I-15	Interstate 15
I-215	Interstate 215
IA	Implementing Agreement
IBC	International Building Code
IC/EC	Institutional Controls / Engineering Controls registries
ICLEI	International Council for Local Environmental Initiatives
IGR	Inter-Governmental Review
I-P	Industrial Park
IPCC	Intergovernmental Panel on Climate Change

IRAs	Identified Resource Areas
IS	Initial Study
IS/EA	Initial Study/Environmental Assessment
IS/NOP	Initial Study/Notice of Preparation
ITE	Institute of Transportation Engineers
JD	Jurisdictional Delineation
kW	Kilowatt
KWh	Kilowatt Hours
LAFCO	Local Agency Formation Commission
LBP	Lead Based Paint
LCA	Life-Cycle Analysis
LCC	Land Capability Classification
LE	Land Evaluation
LESA	Land Evaluation & Site Assessment
Leq	Equivalent Energy Level
LI	Light Industrial
LID	Low Impact Development
LLUMC-M	Loma Linda University Medical Center – Murrieta
LOS	Level of Service
LST	Localized Significance Thresholds
MAC	Municipal Advisory Council
March ALUCP	March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
MBTA	Migratory Bird Treaty Act
MD	Medium Density Residential
MDR	Medium Density Residential
MFCS	Matthew Fagan Consulting Services
MGD	Million Gallons Per Day
MGPEIR	Murrieta General Plan Environmental Impact Report
MLD	Most Likely Descendent
MM	Mitigation Measure
MMT	Million Metric Tons
MOU	Memorandum of Understanding
MPH	Miles Per Hour
MPOs	Metropolitan Planning Organizations
MRZ	Mineral Resources Zones
M-SC	Manufacturing-Service Commercial
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MSL	Mean Sea Level

$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
MUSD	Murrieta Unified School District
MUTCD	Manual on Uniform Traffic Control Devices
MWD	Metropolitan Water District of Southern California
MWh	Megawatt-Hour
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCHRP	National Cooperative Highway Research Program Report
NDIR	Non-Dispersive Infrared Photometry
NEPA	National Environmental Policy Act
NEPSSA	Narrow Endemic Plants Survey Area
NEV	Neighborhood Electric Vehicle
NFIP	National Flood Insurance Program
NFRAP	No Further Assessment Planned Site List
NMTP	Non-Motorized Transportation Plan
NO_2	Nitrogen Dioxide
NOA	Naturally Occurring Asbestos
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NO_X	Oxides of Nitrogen
NPDES	National Pollution Discharge Elimination System
NPL	National Priority List
NR	Noise Reduction
NRCS	Natural Resources Conservation Service
NPMS	National Pipeline Mapping System
NPS	Non-Point Source
O_3	Ozone
OAL	Office of Administrative Law
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OFP	Ozone Forming Potential
OHP	Office of Historic Preservation
OHWM	Ordinary High Water Mark
OPR	Office of Planning and Research
OSC-70	Open Space and Conservation Policy 70
OSHA	Occupational Safety and Health Administration
OSHPD	Office of Statewide Health Planning and Development

OS-R	Open Space - Recreation
OS-W	Open Space - Water
Pb	Lead
P-C	Production-Consumption
pc/mi/ln	Passenger Cars Per Mile Per Lane
PDA	Protector del Agua
PEIR	Program EIR
PeMS	Performance Measurement System
PFCs	Perfluorocabons
PHS	Preliminary Hydrology Study
PM	Afternoon
$PM_{2.5}$	Fine Particulate Matter
PM_{10}	Respirable Particulate Matter
Ppb	Parts Per Billion
Ppm	Parts Per Million
PPV	Peak Particle Velocity
PRC	Public Resources Code
PUHSD	Perris Union High School District
PVC	Polyvinyl Chloride
PV	Photovoltaic
Qoal	Older Alluvium
R-1	One Family Dwelling
R-4	Planned Residential
R-A	Residential Agriculture
R-A-5	Residential Agricultural - 5 Acre Minimum
RBBD	Southwest Road and Bridge Benefit District
RC	Rural Community
RC: EDR	Rural Community: Estate Density Residential
RCFC&WCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCHCA	Riverside County Habitat Conservation Agency
RCIP	Riverside County Integrated Project
RCIT	Riverside County Information Technology
RC-LDR	Low Density Residential
RCLIS	Riverside County Land Information Systems
RCNM	Roadway Construction Noise Model
RCP	Reinforced Concrete Pipe
RCRA	Resource Conservation and Recovery Act

RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
RC-VLDR	Very Low Density Residential
RCWD	Rancho California Water District
REC	Recognized Environmental Condition
RHNA	Regional Housing Needs Assessment
RivTAM	Riverside County Transportation Analysis Model
RMS	Root Mean Squared
ROG	Reactive Organic Gases
ROW	Right-of-Way
R-R	Rural Residential
RDA	Redevelopment Agency
RTA	Riverside Transit Authority
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RV	Recreational Vehicle
RWQCB	Regional Water Quality Control Board
RWRF	Regional Wastewater Reclamation Facility
SA	Site Assessment
SABER	Safeguard Artifacts Being Excavated in Riverside County
SARA	Superfund Amendments and Reauthorization Act
SARWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Gas Company
SCH	State Clearinghouse
SCHWMA	Southern California Hazardous Waste Management Authority
SC/MVAP	Sun City/Menifee Valley Area Plan (also SCMVAP)
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SFHA	Special Flood Hazard Area
SFP	School Facilities Program
SHMA	Seismic Hazard Mapping Act
SHS	State Highway System
SKR	Stephen's Kangaroo Rat

SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigations and Cleanup
SO2	Sulfur Dioxide
SO_X	Oxides of Sulfur
SMARA	The Surface Mining and Reclamation Act of 1975
SMGB	State Mining and Geology Board
SO_2	Sulphur Dioxide
SO_x	Sulphur Oxides
SoCAB	South Coast Air Basin
SOP	Standard Operating Procedures
SP	Specific Plan
Sq. Ft.	Square Feet
SR-74	State Route 74
SRA	Source Receptor Area
STC	Sound Transmission Class
s/v	Seconds Per Vehicle
SWFP	Solid Waste Facility Permit
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
SZ	Scientific Resource Zone
TAC	Toxic Air Contaminant
TCAP	Temescal Canyon Area Plan
TCP	Traffic Control Plan
TCR	Tribal Cultural Resource
TDS	Total Dissolved Solids
TIA	Traffic Impact Analysis
TIS	Traffic Impact Study
TLMA	Transportation Land Management Agency
Tpd	Tons per day
TSD	Treatment, Storage and Disposal facility list
TTCP	Traditional Tribal Cultural Places
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
UBC	Uniform Building Code
ULFT	Ultra-Low-Flush Toilets
U.S.	United States
USACE	U.S. Army Corps of Engineers

USC	United States Code
USDA	United States Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
V/C	Volume to Capacity
VCP	Vitrified Clay Pipe
VEC	Vapor Encroachment Condition
VES	Vapor Encroachment Screen
VLF	Vehicle License Fee
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
VPD	Vehicles Per Day
VWRPD	Valley Wide Recreation and Park District
Wd	Waukena Loam, Saline-Alkali
WDL	Water Data Library
WDR	Waste Discharge Requirement
WMD	Waste Management Department
WMWD	Western Municipal Water District
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments
WRP	Waste Recycling Plan
WSA	Water Service Agreement
WSA	Water Supply Assessment
WSCP	Water Shortage Contingency Plan
WSP	Water Supply Plan

CITY OF MENIFEE

I. CEQA ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Planning Application 2010-090 – Menifee North Specific Plan 260, Amendment No. (SPA) 3 – "Palomar Crossings"

2. **Lead Agency Name and Address:** City of Menifee, Community Development Department, 29714 Haun Road, Menifee, CA 92586

3. **Contact Person and Phone Number:** Manny Baeza, Senior Planner, 951.672.6777

4. **Project Location:** The Project site is bounded as follows: Menifee North Specific Plan (MNSP) Planning Area (PA) 9 and PA10 to the immediate north and some Rural Residential uses to the north of PA9 and PA10; Highway 74 to the immediate south and business park and public facilities uses south of Highway 74; Menifee Road, Rural Residential uses, and vacant land to the east; and Palomar Road to the immediate west and MNSP PA7A, PA7B, and PA8 to the west of Palomar Road. The Project site is located in the City of Menifee, County of Riverside, State of California. Reference **Figure 1, *Regional Location Map***, and **Figure 2, *Vicinity Map.***

   A. **Total Project Area:** approximately 64.18 acres

   B. **Assessor's Parcel Numbers:** 329-090-025, -026, -069, -070, -071, -072; 329-100-025, -026, -027, -030, -031, -033, -034

   C. **Section, Township & Range:** USGS 7.5-minute Romoland, California quadrangle in Section 11; Township 5 South; and Range 3 West

   D. **Latitude:** 33.74493° N

   E. **Longitude:** 117.15855° W

   F. **Elevation:** Approximately 1,465' to 1,495' above mean sea level (AMSL)

5.A. **Project Applicant/Owners:**
Romola General / Malaga 74, LLC
31361 Electric Avenue
Nuevo, CA 92567
Attn: Mickey Ashley

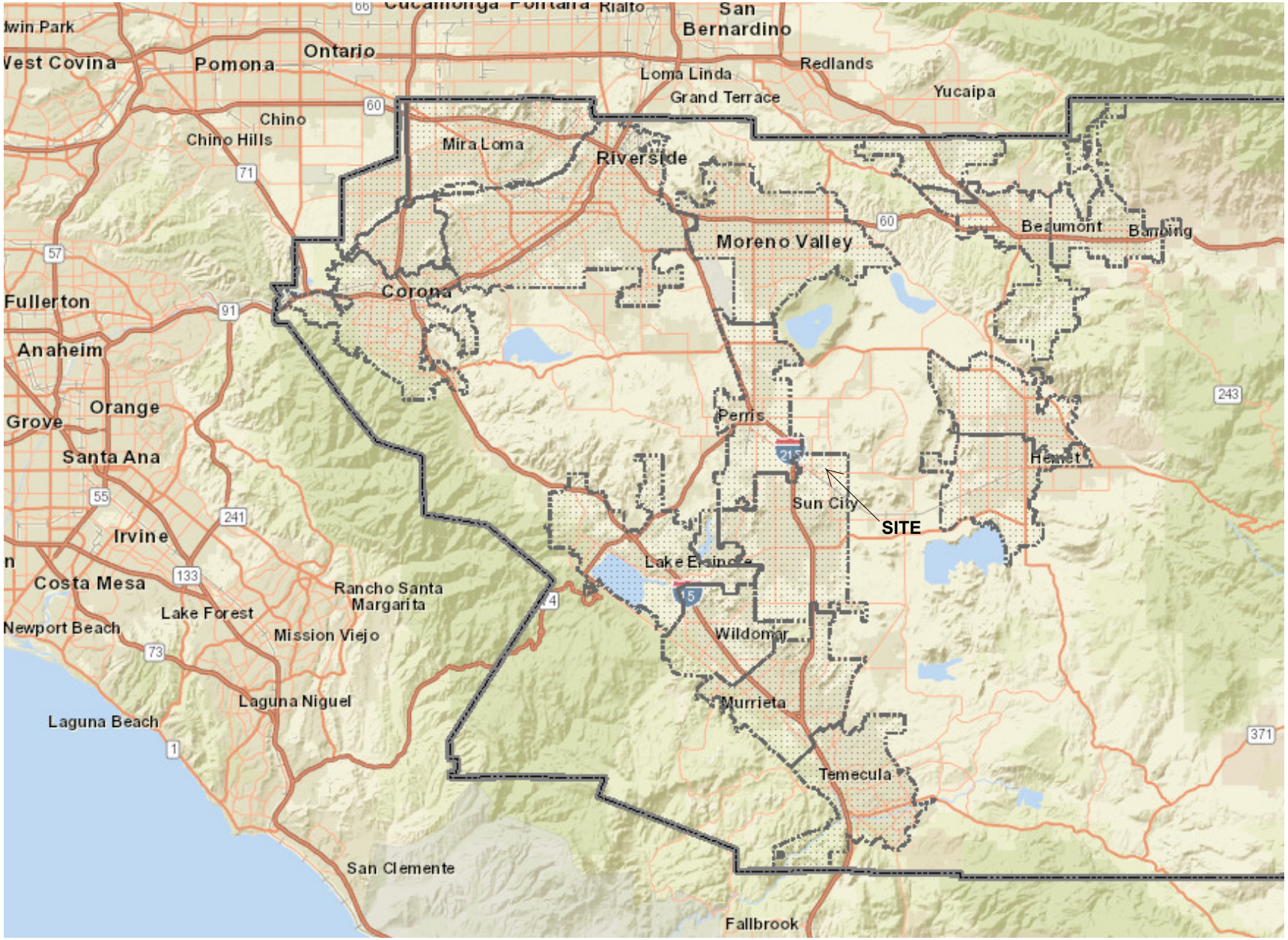
5.B. **Engineer/Representative:**
Mike Naggar and Associates, Inc. - Mike Naggar
445 S. D Street
Perris, CA 92570

6. **General Plan Land Use Designation(s):** Menifee North Specific Plan.
   Reference **Figure 3, *General Plan Land Use Designations***.

7. **Zoning District(s):** Specific Plan Zone (SP Zone).
   Reference **Figure 4, *Zoning Classifications***.

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Figure 1
Regional Location Map



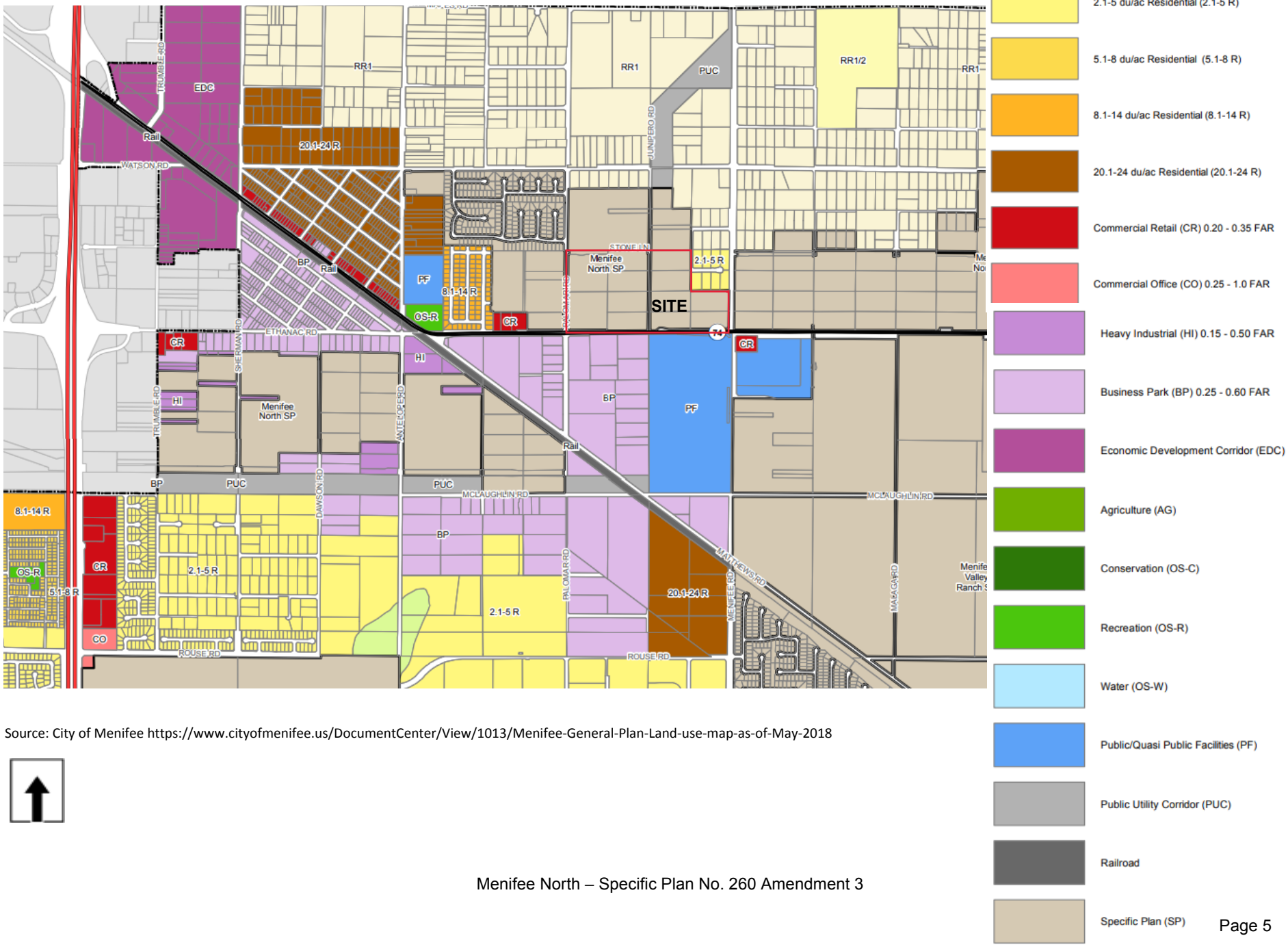
Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

Figure 2
Vicinity Map



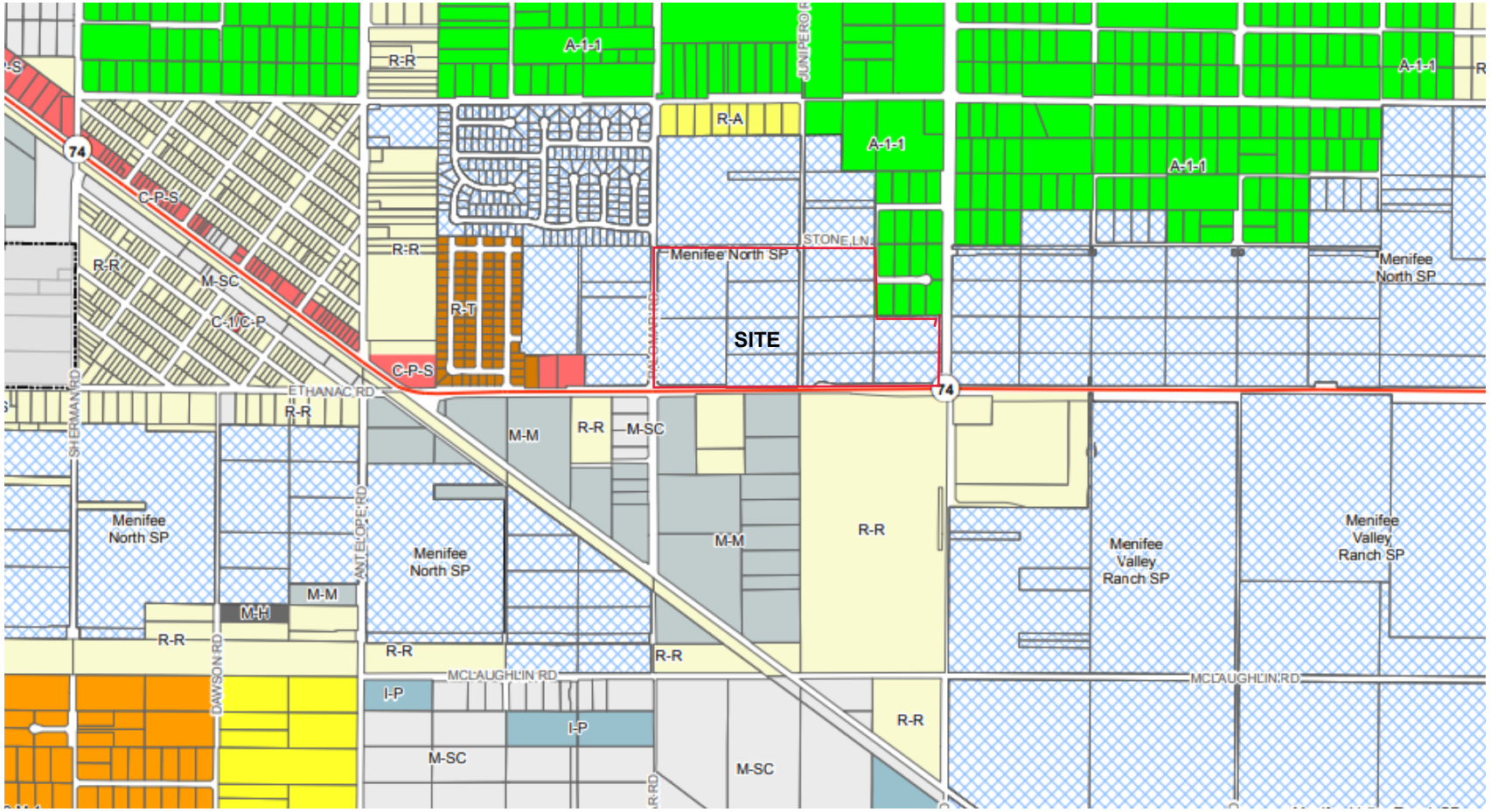
Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

Figure 3
General Plan Land Use Designations



Source: City of Menifee https://www.cityofmenifee.us/DocumentCenter/View/1013/Menifee-General-Plan-Land-use-map-as-of-May-2018

Figure 4
Zoning Classifications



A-1 - Light Agriculture
A-2 - Heavy Agriculture
C-1 & C-P - General Commercial
C-O - Commercial Office
C-P-S - Scenic Highway Commercial
I-P - Industrial Park
M-H - Manufacturing - Heavy
M-M - Manufacturing - Medium
M-SC - Manufacturing - Service Commercial
R-1 - One-Family Dwellings
R-2 - Multiple Family Dwellings
R-2A - Limited Multiple Family Dwellings
R-3 - General Residential
R-4 - Planned Residential
R-5 - Open Area Combining Zone - Residential Developments
R-6 - Residential Incentive
R-A - Residential Agricultural
R-R - Rural Residential
R-T - Mobilehome Subdivision and Mobilehome Park
R-T-R - Mobilehome Subdivision - Rural; R-T-R-1
S-P - Specific Plan
W-1 - Watercourse, Watershed and Conservation Areas
W-2 - Controlled Development Areas
W-2-M - Controlled Development Areas with Mobilehomes

Source: City of Menifee https://www.cityofmenifee.us/DocumentCenter/View/6411/Zoning-Map-as-of-May-2018

8. Project Description:

Specific Plan No. 260, Amendment No. 3 (SP260, A3) proposed the following modifications to the Specific Plan Land Use Plan Planning Areas (PA):

- Planning Area 11 (PA11) would be re-designated from Business Park land uses to Very High Density Residential and would be split into two (2) subareas, 11A and 11B. Subarea 11A has an area of 19.56 acres and is located west of Junipero Road. Subarea 11B has an area of 9.79 acres and is located east of Junipero Road and will include a portion of the existing Southern California Edison (SCE) easement that had not previously been given a specific planning area designation.

- Planning Area 12 (PA12) would be realigned to a newly created area between PA11 and PA13 and re-designated from the current Business Park and Commercial Business Park land use to Commercial / Very High Density Residential land uses. Two (2) subareas are proposed, 12A and 12B. Subarea 12A has an area of 6.14 acres and is located west of Junipero Road. Subarea 12B has an area of 3.06 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 13 (PA13) would be re-designated from Commercial Business Park to Commercial and would be split into two (2) subareas, 13A and 13B. Subarea 13A has an area of 10.23 acres and is located west of Junipero Road. Subarea 13B has an area of 5.19 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 14 (PA14) would retain a Commercial designation but would be reduced in acreage from 11.7 to 9.27 by redistributing areas into Planning Areas 12B and 13B.

Reference **Figure 5a, *Existing Specific Plan Land Use Plan*** and **Figure 5b**, ***Proposed Specific Plan Land Use Plan***.

Detailed descriptions of each change that is proposed by SP 260, A3 are provided in **Table 1, *SP260, A3 Land Use Summary***, below.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study.

The existing SCE easement is being included within Planning Areas 11, 12 and 13 in this amendment. Development will have to conform with all applicable SCE easement restrictions. The easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins, and for passive recreation uses.

Upon approval of SPA 260, A3, total dwelling unit count shall increase by 721 units, based on maximum potential dwelling units in Planning Areas 11 and 12.

Table 1
SP 260, A3 Land Use Summary

Bold Entries are Added or Modified with Amendment 3
~~Strikethru Entries~~ are for Planning Areas outside the City of Menifee

DESIGNATION	PLANNING AREA	ACREAGE WITHIN CITY OF MENIFEE	ACREAGE OUTSIDE CITY OF MENIFEE	TARGET DENSITY WITHIN CITY OF MENIFEE	DWELLING UNITS WITHIN CITY OF MENIFEE
RESIDENTIAL					
Medium – 7,200 SF min.	4	21.8		3.5	76
	5[1]	18.3		3.7	68
	6[1]	24.6		3.7	91
	9[1]	30.4		3.5	106
	15	10.6		3.0	32
	18	10.3		3.0	31
	~~41~~		~~34.3~~	~~3.5~~	
	~~45~~		~~74.8~~	~~3.5~~	
	~~46~~		~~20.9~~	~~3.7~~	
SUBTOTAL – MEDIUM - 7,200 SF MIN.		116.0	~~130.0~~	3.5	404
~~Medium – 6,000 SF min.~~	~~25~~		~~45.1~~	~~4.5~~	
	~~32[1]~~		~~21.8~~	~~4.5~~	
	~~35~~		~~19~~	~~4.5~~	
	~~37~~		~~20.6~~	~~4.5~~	
	~~40~~		~~60.4~~	~~4.5~~	
~~SUBTOTAL – MEDIUM - 6,000 SF MIN.~~			~~166.9~~	~~4.5~~	
Medium High – 5,000 SF min.	22	11.3		5.0	56
	~~24~~		~~22~~	~~5.0~~	
	~~33[1][2]~~		~~57.7~~	~~4.5~~	
	~~34[1][2]~~		~~75.2~~	~~4.5~~	
SUBTOTAL – MEDIUM HIGH - 5,000 SF MIN.		11.3	~~154.9~~	5.0	56
MEDIUM HIGH – 4,000 SF min.	7A	15.2		5.6	85
HIGH DENSITY – Garden Courts	7B	11.9		7.3	87
	23A	18.1		8.5	153
SUBTOTAL – HIGH DENSITY - Garden Courts		30.0		8.0	240
VERY HIGH DENSITY – 14.1 – 24 DU/AC	**11**	**24.43**		**24**	**586**
	12[3]	**5.63**		**24**	**135**
SUBTOTAL – VERY HIGH DENSITY - 14.1 – 24 DU/AC		30.06		24	721
SUBTOTAL RESIDENTIAL		202.6	~~451.8~~	7.4	1506

[1] The maximum density may be increased to 6.0 du/ac with a 5,000 square foot lot minimum in either of the following two circumstances:
a. The project is designed for and restricted to senior citizen housing, or
b. The project is a mobile home park or mobile home subdivision
This standard applies to Planning Areas 5, 6, 9, 32, 33 and 34. If this option is elected, the maximum number of dwelling units shown in Table II may be exceeded up to a new maximum which is listed in the Planning Area description for the relevant Planning Area. The overall maximum number of dwelling units for the entire Specific Plan may not exceed 2,815.
[2] The density shown for this planning area is 4.5 du/ac even though the minimum lot size is 5,000 square feet. The overall number of units for this planning area is restricted to require that several neighborhoods of differing lot sizes be developed.
[3] PA 12A can be either maximum 67% residential or 100% commercial. PA 12B can be either maximum 100% residential or 100% commercial.Density shown here is the maximum allowed (67% of 12A + 100% 12B) not including the area of the SCE Easement.

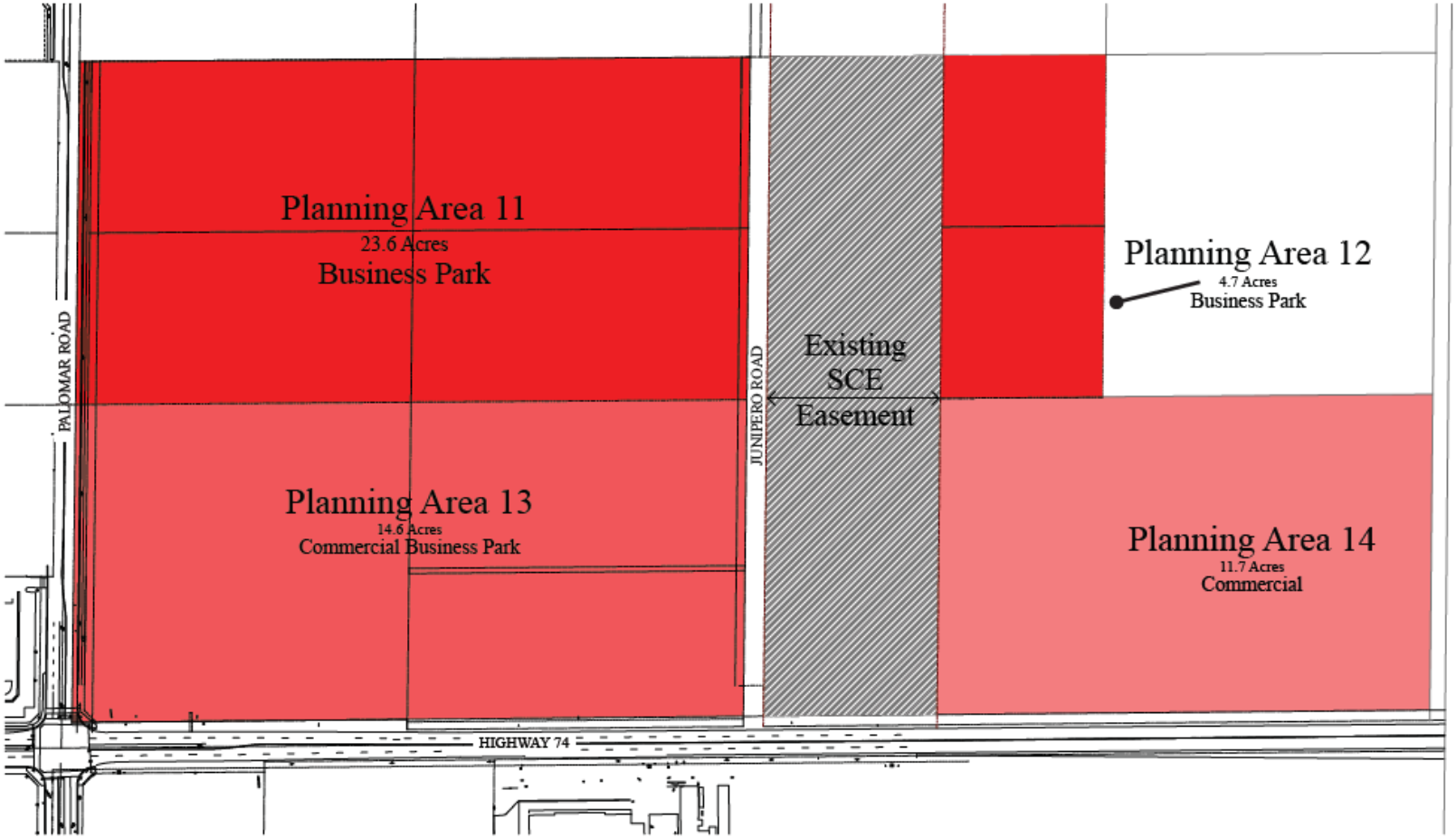
DESIGNATION	PLANNING AREA	ACREAGE WITHIN CITY OF MENIFEE	ACREAGE OUTSIDE CITY OF MENIFEE	TARGET DENSITY WITHIN CITY OF MENIFEE	DWELLING UNITS WITHIN CITY OF MENIFEE
NON-RESIDENTIAL					
Business Park	~~11~~	~~19.0~~		–	–
	~~12~~	~~4.0~~		–	–
	~~26~~		~~21.0~~	–	–
	~~28~~		~~12.6~~	–	–
	~~43~~		~~17.6~~	–	–
SUBTOTAL – BUSINESS PARK		0.0	~~51.2~~	–	–
Commercial	8	3.3		–	–
	12[5]	**7.66**			
	13[5]	**12.76**			
	14	**9.27**		–	–
	16	35.3		–	–
	17	34.4		–	–
	23B	23.7		–	–
	~~27~~		~~11.8~~	–	–
	~~29~~		~~8.1~~	–	–
	~~31~~		~~32.4~~	–	–
SUBTOTAL – COMMERCIAL		126.39	~~52.3~~	–	–
Mixed Use/Neighborhood Commercial	~~31A~~		~~18.8~~	–	–
Commercial/Business Park [3]	~~13~~	~~14.6~~		–	–
	19	36.0		–	–
	~~30~~		~~13.2~~	–	–
	~~44~~		~~10.4~~	–	–
	~~47~~		~~10.9~~	–	–
SUBTOTAL – COMMERCIAL/BUSINESS PARK		36.0	~~53.3~~	–	–
Industrial	2	121.1		–	–
	3	76.4		–	–
SUBTOTAL – INDUSTRIAL		197.5		–	–
Schools	21	8.7		–	–
	~~39~~		~~10.0~~	–	–
	~~42~~		~~10.0~~	–	–
SUBTOTAL – SCHOOLS		8.7	~~20~~	–	–
Commiunity Parks	10	12.5		–	–
	20	12.0		–	–
	38[4]		~~5~~[4]	–	–
SUBTOTAL – COMMUMITY PARKS		24.5	~~9~~	–	–
~~Open Space~~	~~36~~			–	–
Fire Station	–			–	–
SUBTOTAL NONRESIDENTIAL		393.1	~~185.8~~		
PROJECT TOTALS		529.6	~~751.3~~		
Drainage Channels	–	15.9		–	–
Utility Easements/Existing Uses	–	111.4		–	–
Major Roadways	–	164.1		–	–

[5] Not including the area of the SCE Easement

Source: Menifee North SPA (**Appendix K**)

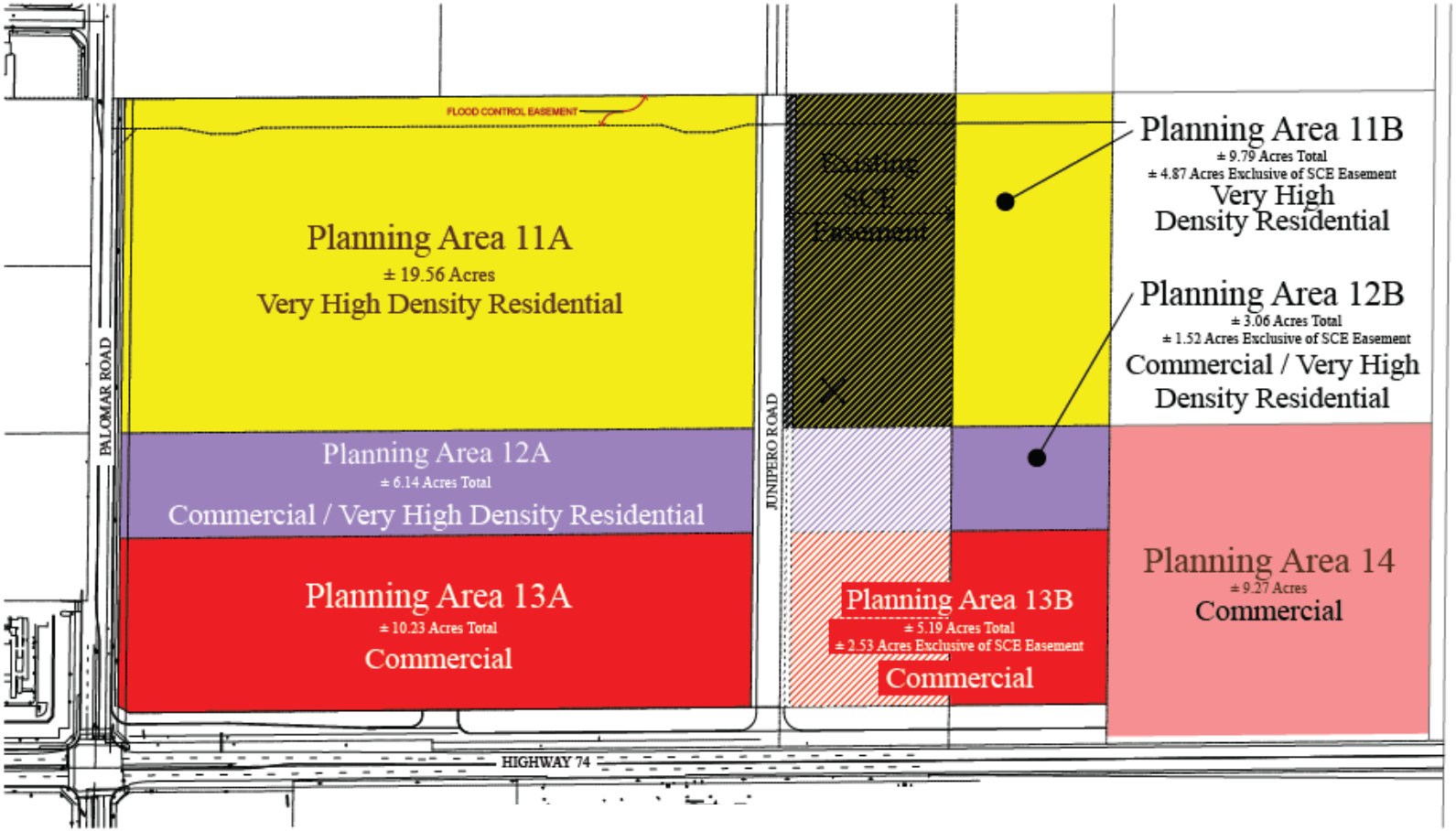
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Figure 5a
Existing Specific Plan Land Use Plan



Source: Menifee North SPA (**Appendix K**)

Figure 5b
Proposed Specific Plan Land Use Plan



Source: Menifee North SPA (**Appendix K**)

Area	Acreage +/-	Easement Acreage +/-	Balance of Usable Acreage
PA 11A	19.56	0	19.56
PA 11B	9.79	4.92	4.87
PA 12A	6.14	0	6.14
PA 12B	3.06	1.54	1.52
PA13A	10.23	0	10.23
PA13B	5.19	2.66	2.53
PA 14	9.27	N/A	9.27

Drainage

The master drainage plan developed by the applicant during the original Specific Plan (SP 260) has been adopted by the Romoland/Homeland Area Drainage Plan and is now part of the plan. The Romoland/Homeland Area Drainage Plan (ADP) is a 17.7 square mile drainage area bounded by a divide in the Lake View Mountains to the east, Rouse Road and the Double Butte Mountains to the south, the San Jacinto River to the west, and Mapes Road to the north. The ADP encompasses unincorporated lands within the County of Riverside, portions of the City of Perris and portions of the City of Menifee. Currently, the area covered by the ADP is located within the Third and Fifth Supervisorial Districts and includes the communities of Homeland and Romoland.

The ADP is a financing mechanism used to fund construction of new or improved drainage facilities. ADP fees are imposed on new land development activity within the ADP area. The Subdivision Map Act requires that agencies imposing fees have a general drainage plan for the fee area, a special fund for the fees and an equitable distribution of the fees prior to implementation. Reference **Figure 6, *Drainage Exhibit***.

Figure 6 outlines the proposed storm drain system within the Project site. Off-site flows will be intercepted at existing drainage courses where possible, and if necessary, drainage swales will be constructed to concentrate all off-site drainage at proposed inlets on the north Project boundary.

Topographically, the Project site is comprised of a flat alluvial plain. Elevations range from a low of 1,465 feet AMSL at the southwestern corner of the Project site (PA13) to a high of 1,495 feet AMSL at the northeastern property corner (PA12). Therefore, existing site flows are generally from the northeasterly portion of the Project site to the southwesterly corner of the Project site.

The ADP anticipates the construction of storm drain facilities north of SP260 to reduce some of the run-off tributary to the north boundary of the Project. Since these off-site facilities are not constructed yet, SP260 is responsible to intercept the run-off at its existing conditions. Due to increased run-off in Lines A-3 and A-1, on-site retention basins are proposed in order to reduce flows to designed run-off per the ADP. Lines 1 and 4 will be constructed per the ADP. A portion of Line A within the SP260 area has already been built and will be utilized in the Specific Plan. On-site regional drainage facilities could be required if storm water exceeds street capacities. The actual size and location of the on-site storm drain system will be determined during design stage of on-site improvement plans. Segments of the ADP will be constructed by development, as development occurs in the area.

The construction of Line 1 will cause diversion of flows. This line discharges to proposed Line A per the Master Drainage Plan. The construction of Line A through the site also creates a diversion. A portion of Line A has already been built reaching nearly to Palomar Road; however, it has not yet been extended far enough east for the connection to the Briggs Road Basin and Line 1. The ADP is collecting fees within the ADP for these facilities, but before Line 1 can be constructed and used as an outlet, the extension of Line A and the Briggs Road Basin, would need to be in place. Similarly, the connection of Line A-3 to Line A would require additional infrastructure.

Water Quality

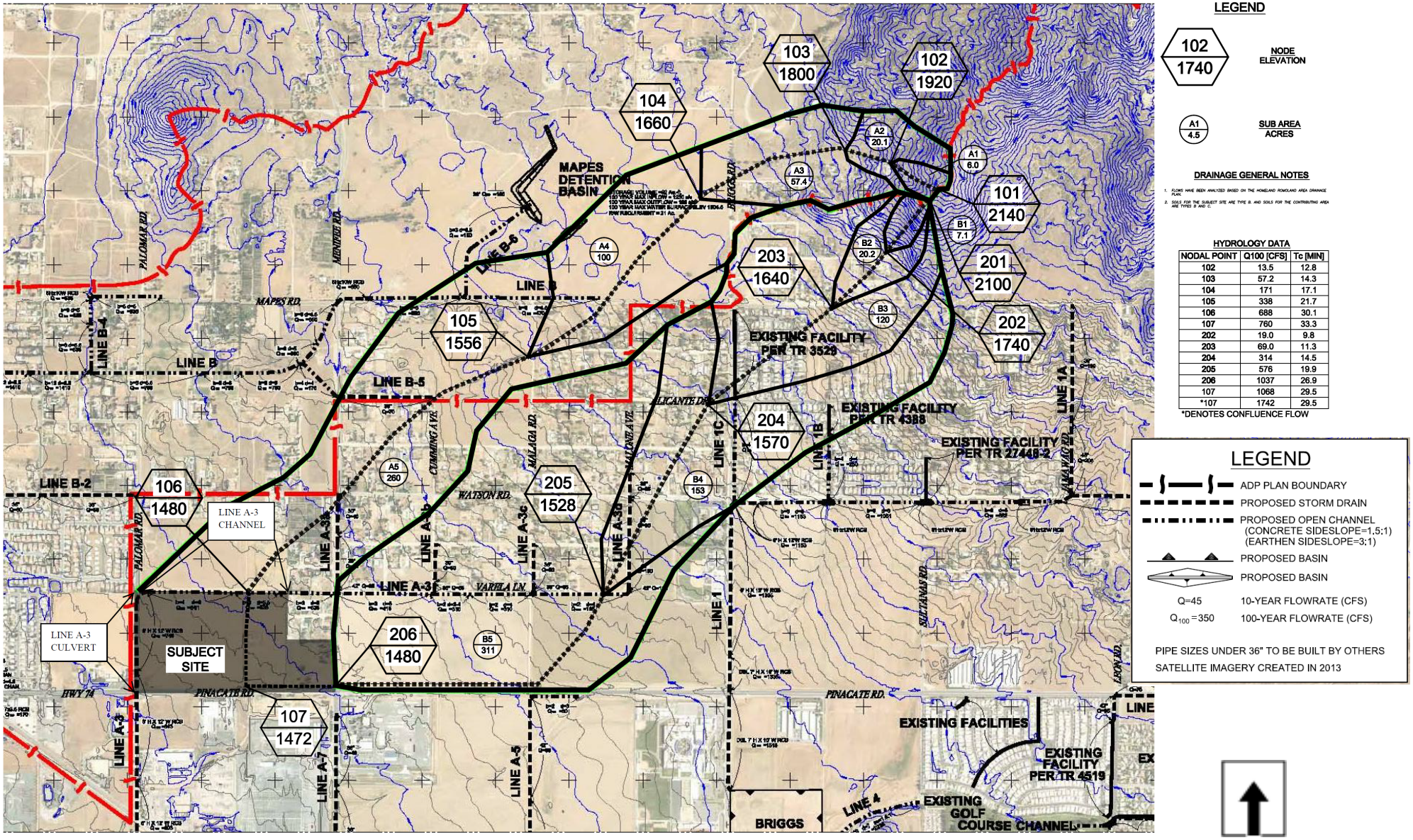
The Project site is located within the Perris Valley Hydrologic 'Subarea of the San Jacinto Valley' Hydrologic Unit, which is part of the Santa Ana Drainage Province.

The Project area is within the purview of the Santa Ana Regional Water Quality Control Board. In compliance with Order No. R8-2010-0033, which the City of Menifee is a Co-Permittee, the Project will need to be designed to be in compliance with the Water Quality Management Plan, approved by the Water Quality Control Board October 22, 2012.

Based on preliminary review of regional soil types, the Project site should exhibit varied poor to moderate infiltration rates (see **Appendix G:** *Preliminary Drainage Report for Palomar Crossing Specific Plan Amendment, Menifee, CA*, prepared by United Engineering Group, April 2018). As such bio-retention and infiltration basins will be the preferred method of water quality treatment depending on the specific sites infiltration rates. Note the required minimum for infiltration is 1.6 inch/hour, so the sites will need to prepare detailed infiltration testing at the proposed locations of basins with site design to confirm viability of infiltration. Reference **Figure 6, *Drainage Exhibit.***

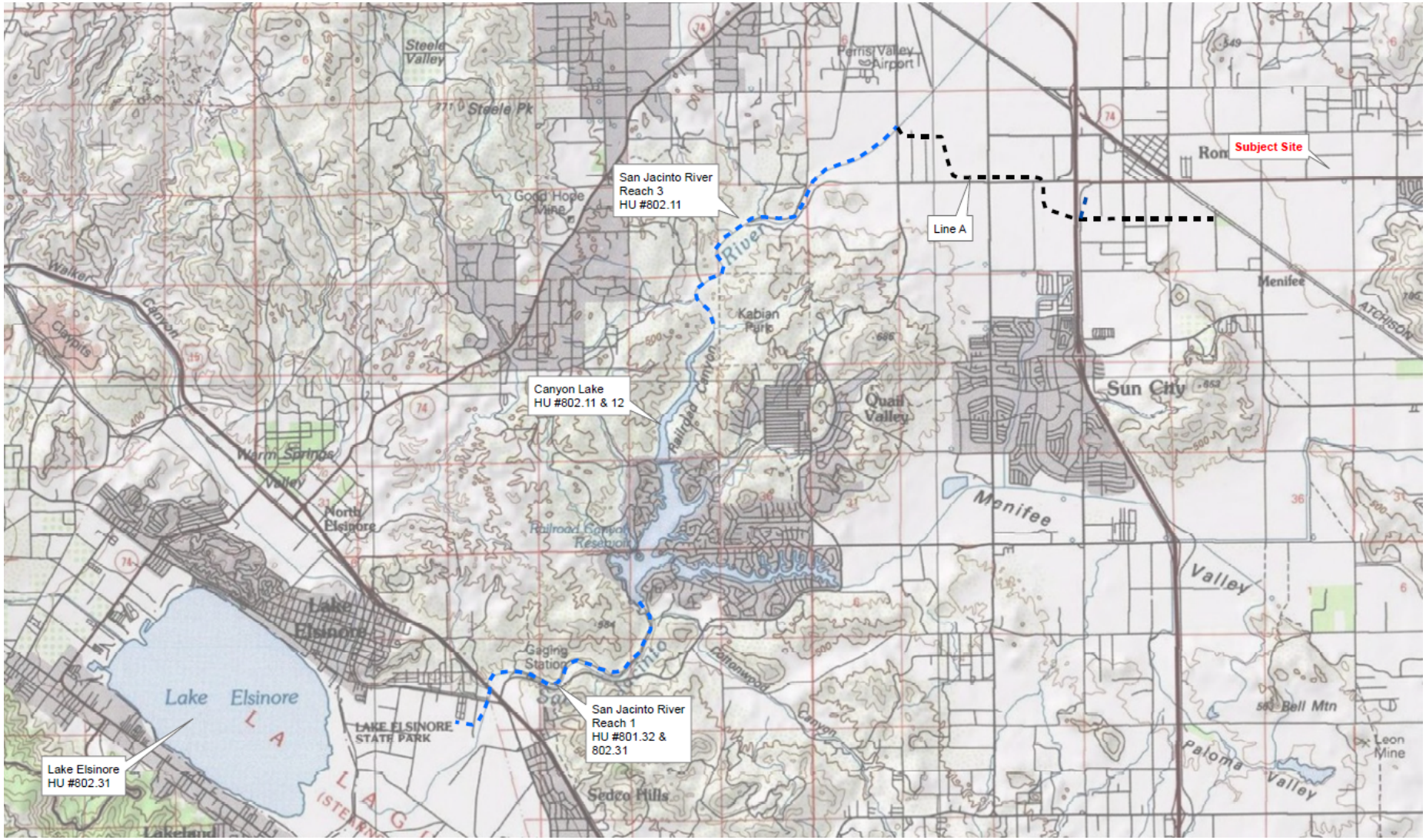
The Project site and area drains to the southwest into the Flood Control maintained “Homeland Romoland Line A”. From there it flows into the San Jacinto River Reach 3, Canyon Lake (Pollutants – Nutrients and Pathogens), into the San Jacinto River Reach 1, and finally into Lake Elsinore (Pollutants – Nutrients, Organics, PCB’s-Sediment Toxicity, Unknown Toxicity), Reference **Figure 6b, Receiving Water Map**. (See **Appendix G:** *Preliminary Drainage Report for Palomar Crossing Specific Plan Amendment, Menifee, CA*, prepared by United Engineering Group, April 2018).

Figure 6a
Drainage Exhibit



Source: Preliminary Drainage Plan (**Appendix G**)

Figure 6b
Receiving Water Map



Source: Project Engineer

During construction planning areas will employ erosion protection measures per NPDES compliance. These measures when effectively utilized and monitored can protect the downstream waters during construction activity.

Construction is expected to commence in early 2019 and will last until early 2023. Construction duration and equipment used are shown in **Table 2, *Construction Equipment Assumptions***.

Table 2
Construction Equipment Assumptions[1]

Phase	Equipment	Amount	Hours Per Day	Soil Disturbance Rate (Acres/ 8hr-Day)[2]	Equipment Daily Disturbance Footprint (Acres)	Total Phase Daily Disturbance Footprint (Acres)
Site Preparation	Rubber Tired Dozers	3	8	0.5	1.5	3.5
	Tractors/Loaders/Backhoes	4	8	0.5	2.0	
Grading	Excavator	2	8	0.5	1.0	5.0
	Grader	1	8	0.5	0.5	
	Rubber Tired Dozers	1	8	0.5	0.5	
	Scrapers	2	8	1.0	2.0	
	Tractors/Loaders/Backhoes	2	8	0.5	1.0	
Building Construction	Cranes	1	7	0.0	0.0	1.3
	Forklifts	3	8	0.0	0.0	
	Generator Sets	1	8	0.0	0.0	
	Tractors/Loaders/Backhoes	3	7	0.5	1.3	
	Welders	1	8	0.0	0.0	
Paving	Pavers	2	8	0.0	0.0	0.0
	Paving Equipment	2	8	0.0	0.0	
	Rollers	2	8	0.0	0.0	
Architectural Coating	Air Compressors	1	6	0.0	0.0	0.0

Source: *AQ Analysis* (**Appendix B**)
[1] CalEEMod Defaults
[2] Soil disturbance rate is based on the SCAQMD Fact Sheet for Applying CalEEMod to Localized Significance Thresholds.

9. Public Services, Utilities and Service Systems

All utilities and public services are currently available on, or adjacent to, the proposed Project site. Utility and Service System providers are as follows:

Electricity:	Southern California Edison
Water:	Eastern Municipal Water District
Sewer:	Eastern Municipal Water District
Cable:	Frontier Communications or Time Warner
Gas:	Southern California Gas
Telephone:	Frontier Communications or Time Warner
School:	Romoland Union and Perris Union High School District
Police:	Riverside County Sheriff's Department
Fire:	Riverside County Fire Department

In addition to the above agencies/utilities, the Project is located within Zone E of the March Air Reserve Base Airport. According to the *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*, November 2014, Zone E has a low noise impact; it is beyond the 55-Critial Noise Equivalent Level (CNEL) contour. Occasional overflights may be intrusive to some outdoor activities. Zone E has a low risk level as it is within the outer or occasionally used portions of flight corridors. Zone E has no limit on the number residential dwelling units permitted on a site, no restriction on the number of people per acre allowed on a site, and no open land requirement. Reference **Figure 7, *March Air Reserve Base Airport Influence Area***.

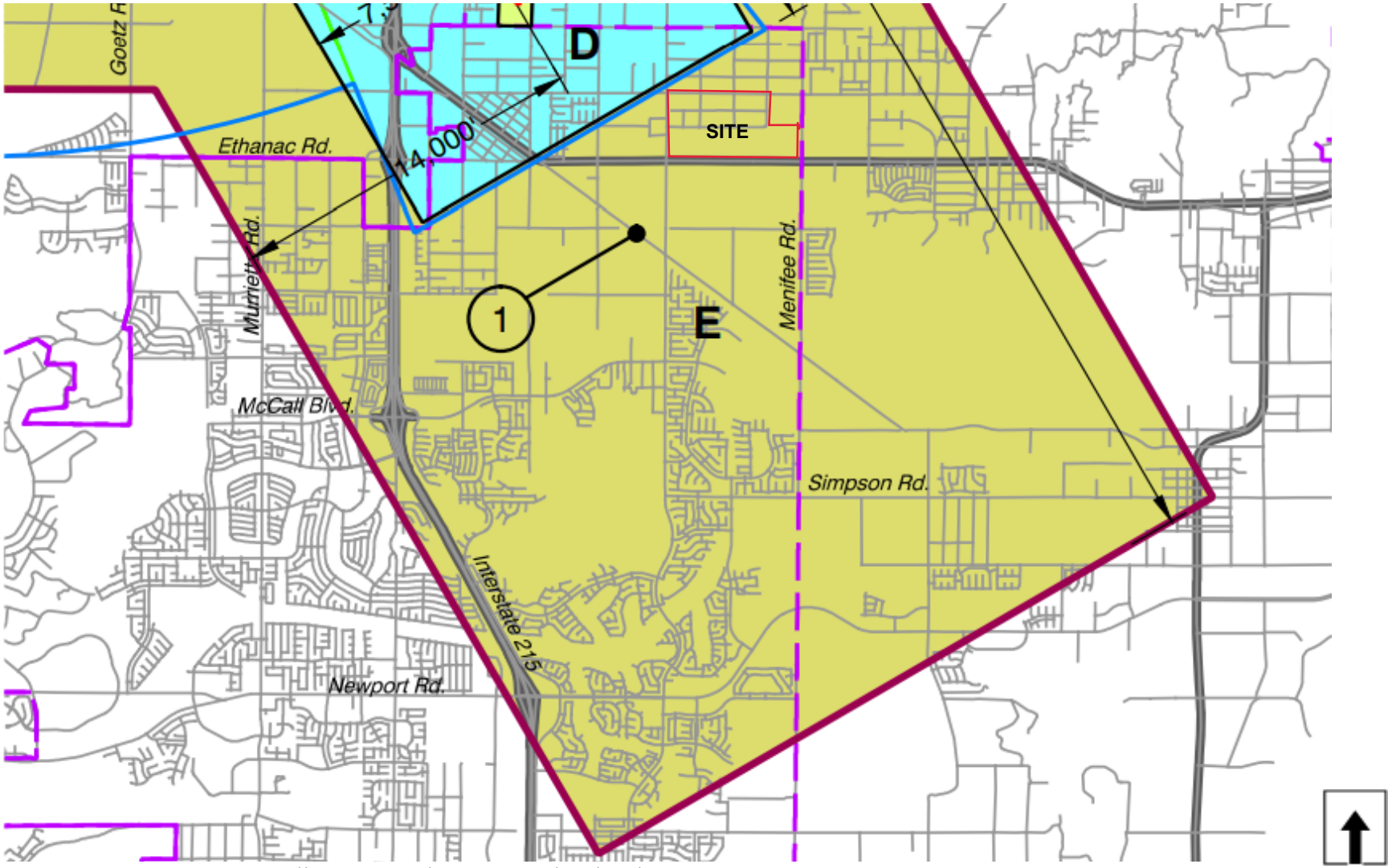
10. Surrounding Land Uses & Environmental Setting

The Project site is bordered on the north by vacant land and some rural residential uses, on the south by Highway 74, business park, and public facilities uses, on the east by Menifee Road, rural residential uses, and vacant land, and Palomar Road to the immediate west, vacant land, some commercial uses.

The Project site is located in the City of Menifee, County of Riverside, State of California. Reference **Figure 1, *Regional Location Map***, and **Figure 2, *Vicinity Map***.

Topographically, the Project site is comprised of a flat alluvial plain. Elevations range from a low of 1,465 feet AMSL at the southwestern corner of the Project site (PA13) to a high of 1,495 feet AMSL at the northeastern property corner (PA12). According to the *Palomar Crossings 2010-090 Western Riverside County MSHCP Compliance Document*, prepared by Searl Biological Services, June 28, 2018 **(Appendix C**). A watercourse parallels the southern boundary of the Project site but does not represent a permanent source of water. It is not defined as a "blue line stream." Instead, this feature serves to contain intermittent drainage, primarily from irrigation run-off. A permanent source of water is not located within the Project boundaries. Reference **Figure 8, *Aerial Photo***.

Figure 7
March Air Reserve Base Airport Influence Area



Source: City of Menifee https://cityofmenifee.us/DocumentCenter/View/6010/COM---GP-Exhibit-LU-5a-c?bidId=

LEGEND

Compatibility Zones

Zone D

Zone E

(1) Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

City Limits

Zone D (Flight Corridor Buffer) is intended to encompass other places where aircraft may fly at or below 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Accident potential risk levels in this zone are low.

Zone E (Other Airport Environs) has a low noise impact; it is beyond the 55-Critial Noise Equivalent Level (CNEL) contour. Occasional overflights may be intrusive to some outdoor activities. Zone E has a low risk level as it is within the outer or occasionally used portions of flight corridors. Zone E has no limit on the number residential dwelling units permitted on a site, no restriction on the number of people per acre allowed on a site, and no open land requirement.

Figure 8
Aerial Photo

North

Existing Land Use: Vacant land and some rural residential uses

Zoning: SP Zone and Residential Agricultural (R-A)

General Plan Land Use: Menifee North Specific Plan and Rural Residential (RR1)

West

Existing Land Use: Palomar Road to the immediate west, vacant land, some commercial uses

Zoning: SP Zone a

General Plan Land Use: Menifee North Specific Plan



Source: Google Maps May 2018

East

Existing Land Use: Menifee Road, rural residential uses, and vacant land

Zoning: SSP Zone and Light Agriculture (A-1)

General Plan Land Use: Menifee Valley Ranch Specific Plan, Residential (2.1-5R), and Rural Residential (RR1)

South

Existing Land Use: Highway 74 to the immediate south and business park and public facilities uses south of Highway 74

Zoning: Manufacturing - Medium (M-M) and Rural Residential (R-R)

General Plan Land Use: Business Park (BP) and Public Facilities (PF)

Table 3, *Surrounding Land Uses*, below, lists the different uses that are located immediately adjacent to the proposed Project site. Also, please reference **Figure 3, *Existing General Plan Land Use Designations***, **Figure 4, *Existing Zoning Classifications***, *and* ***Figure 8, Aerial Photo***.

Table 3
Surrounding Land Uses

Direction	General Plan Land Use Designation	Zoning Classification	Existing Land Use
Project Site	Menifee North Specific Plan	Existing: Menifee North Specific Plan (PA11 & PA12 Business Park, PA13 Commercial Business Park, PA14 Commercial) Proposed: Menifee North Specific Plan (PA11 Very High Density Residential, PA12 Commercial / Very High Density Residential, PA13 Commercial, PA14 Commercial)	Vacant
North	Menifee North Specific Plan and Rural Residential (RR1)	SP Zone (PA 9 Residential Medium 3.5 du/ac and PA 10 Community Park)and Residential Agricultural (R-A)	Vacant land and some rural residential uses
South	Business Park (BP) and Public Facilities (PF)	Manufacturing - Medium (M-M) and Rural Residential (R-R)	Highway 74 to the immediate south and business park and public facilities uses south of Highway 74
East	Menifee North Specific Plan, and Residential (2.1-5R),)	SP Zone (PA 16 Commercial) and Light Agriculture (A-1)	Menifee Road, rural residential uses, and vacant land
West	Menifee North Specific Plan	SP Zone (PA 7A Residential Medium 5.6 du/ac, PA 7B Residential High 7.3 du/ac and, PA 8- Commercial)	Palomar Road to the immediate west, vacant land, some commercial uses

Sources: City of Menifee Zoning Map, Land Use Map, and Google Maps.

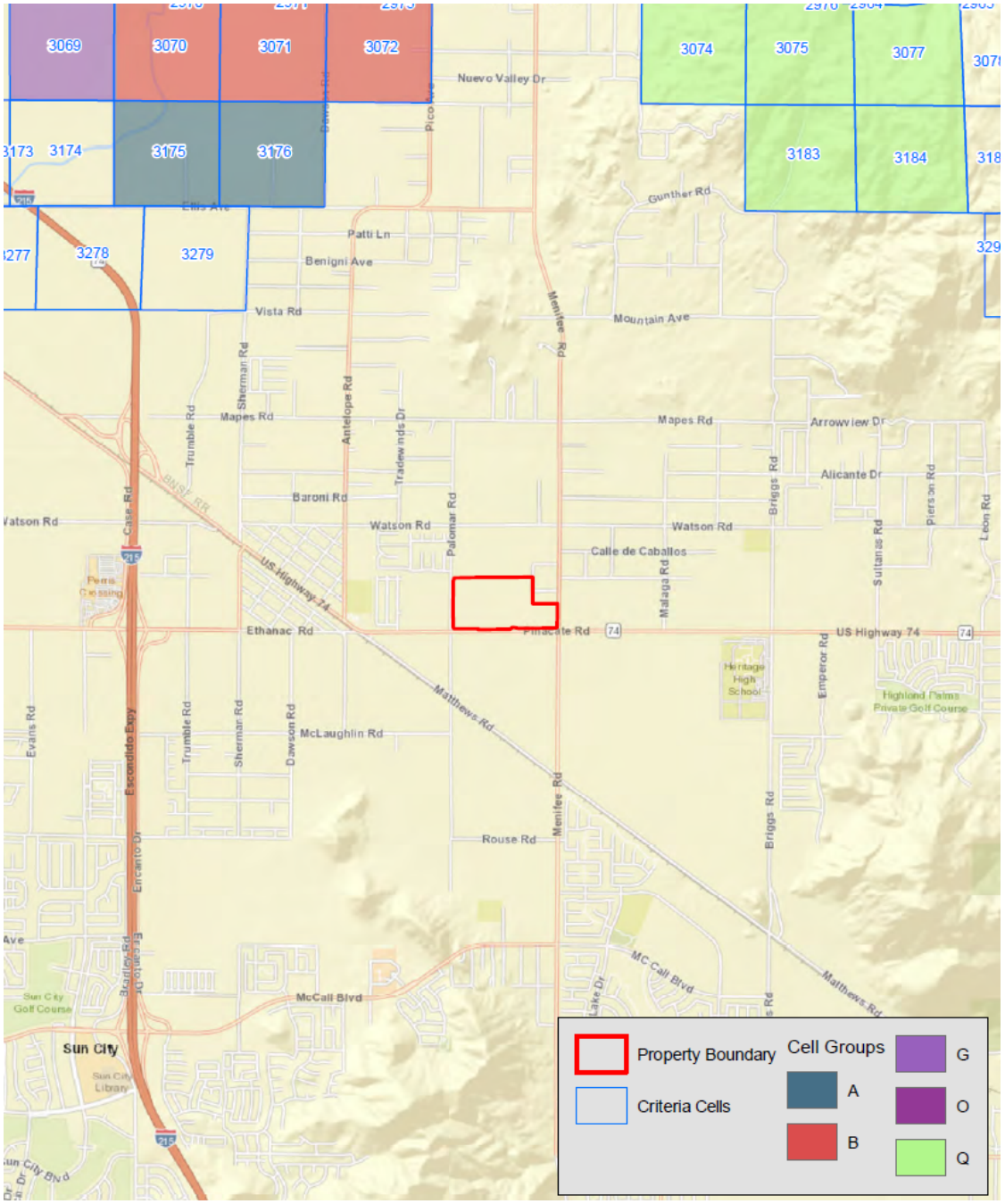
The proposed Project is located within the Harvest Valley/Winchester Area Plan (HVWAP) of the Multi Species Habitat Conservation Plan (MSHCP) but is not located within a Criteria Area or adjacent to a Criteria Area or Conservation Area. Reference **Figure 9, *Criteria Cell/Cell Groups***.

The soils within the Project site, as shown in **Figure10, *Soils Map***, include the following:

- Exeter sandy loam, 2 to 8 percent slopes, eroded (EnC2);
- Greenfield sandy loam, 2 to 8 percent slopes, eroded (GyC2);
- Pachappa fine sandy loam, 2 to 8 percent slopes, eroded (PaC2);
- Ramona sandy loam, 0 to 2 percent slopes, MLRA 19 (RaA); and
- Ramona sandy loam, 2 to 5 percent slopes, eroded (PaB2).

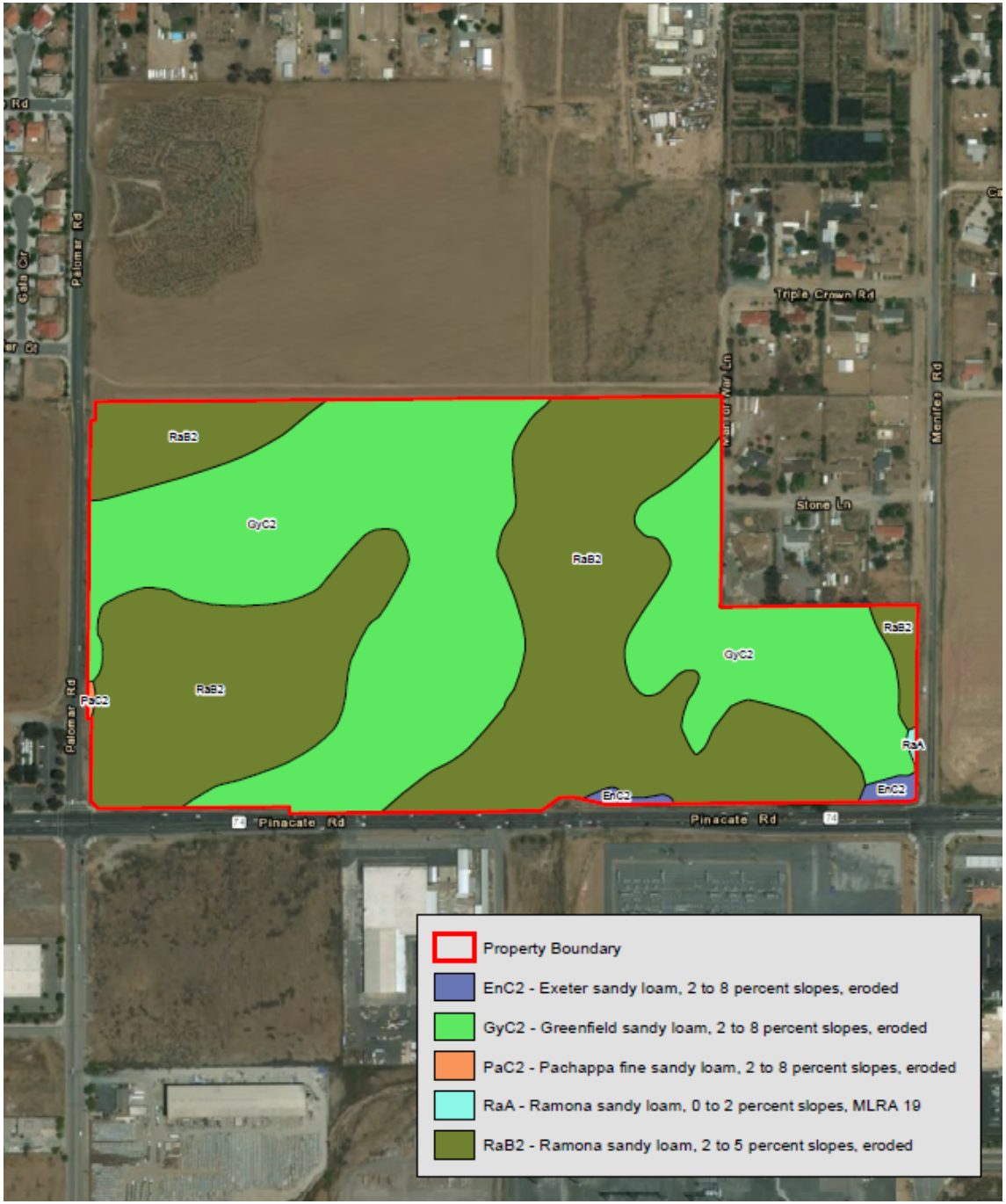
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Figure 9
Criteria Cell/Cell Groups



Source: MSHCP Report June 2018 (**Appendix C**)

Figure 10
Soils Map



Source: MSHCP Report June 2018 (**Appendix C**)

11. Required City of Menifee approvals, and other public agencies whose approval is required.

Required approvals from the City of Menifee shall include, but not be limited to:

- Specific Plan Amendment
- Entitlements
- Statewide General Construction Permit
- Grading Permit
- Encroachment Permit
- Building Permits

Other public agency whose approval may be required:

- South Coast Air Quality Management District
- Riverside County Airport Land Use Commission
- Riverside County Flood Control and Water Conservation District
- Riverside County Transportation Department
- Eastern Municipal Water District
- Riverside County Department of Environmental
- Regional Water Quality Control Board, Santa Ana Region
- Caltrans
- California Department of Fish and Wildlife
- Army Corps of Engineers

II. 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**" to the issue area as indicated by the checklist on the following pages.

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

III. DETERMINATION

On the basis of this initial evaluation:

☒ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.



Signature

2-19-19
Date

Manny Baeza, Senior Planner
Printed Name

For Manny Baeza, Senior Planner

IV. EVALUATION OF ENVIRONMENTAL IMPACTS

1) The purpose of this Initial Study is to identify all, or portions of, 19 issue areas that will be either be:
   a) Dismissed at the Initial Study stage of analysis; or
   b) Further analyzed is required in an Environmental Impact Report (EIR).

2) Answers in this IS shall take into account 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. For those issues that will be analyzed in the EIR, this analysis will be contained in an EIR.

3) The checklist answers shall indicate whether the impact is potentially significant, less than significant with mitigation, less than significant or have no impact. "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) 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 will 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.
5) The explanation of each issue identifies:
   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.
   c) Whether the issue requires additional information/analysis in an EIR.

V. ENVIRONMENTAL ISSUES ASSESSMENT

1. AESTHETICS.

Source(s): City of Menifee General Plan (*General Plan*); City of Menifee General Plan Environmental Impact (*GPEIR*); *Map My County,* (**Appendix A**); **Figure 8, *Aerial Photo*** in Section I. of this Initial Study; *Palomar Crossings 2010-090 Western Riverside County MSHCP Compliance Document*, prepared by Searl Biological Services, June 28, 2018 (*MSHCP Compliance Document*, **Appendix C**); and *A Phase I Cultural Resources Assessment of Palomar Crossings, Specific Plan Amendment 2010-090, prepared by Jean A. Keller, Ph.D., March 2018* (*CRA*, **Appendix D**).

Applicable General Plan Policies:

- **Goal CD-3:** Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.
- **Policy CD-3.1:** Preserve positive characteristics and unique features of a site during the design and development of a new project; the relationship to scale and character of adjacent uses should be considered.
- **Policy CD-3.2:** Maintain and incorporate the City's natural amenities, including its hillsides, indigenous vegetation, and rock outcroppings, within proposed projects.
- **Policy CD-3.3:** Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing).
- **Policy CD-3.5:** Design parking lots and structures to be functionally and visually integrated and connected; off-street parking lots should not dominate the street scene.
- **Policy CD-3.6:** Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.
- **Policy CD-3.8:** Design retention/detention basins to be visually attractive and well integrated with any associated project and with adjacent land uses.
- **Policy CD-3.9:** Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.
- **Policy CD-3.10:** Employ design strategies and building materials that evoke a sense of quality and permanence.
- **Policy CD-3.11:** Provide special building-form elements, such as towers and archways, and other building massing elements to help distinguish activity nodes and establish landmarks within the community.
- **Policy CD-3.12:** Utilize differing but complementary forms of architectural styles and designs that incorporate representative characteristics of a given area.
- **Policy CD-3.13:** Utilize architectural design features (e.g., windows, columns, offset roof planes, etc.) to vertically and horizontally articulate elevations in the front and rear of residential buildings.
- **Policy CD-3.14:** Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.
- **Policy CD-3.16:** Avoid use of long, blank walls in industrial developments by breaking them up with vertical and horizontal facade articulation achieved through stamping, colors, materials, modulation, and landscaping.
- **Policy CD-3.17:** Encourage the use of creative landscape design to create visual interest

and reduce conflicts between different land uses.

- **Policy CD-3.18:** Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting roadway, commercial, agricultural, and industrial uses.
- **Policy CD-3.19:** Design walls and fences that are well integrated in style with adjacent structures and terrain and utilize landscaping and vegetation materials to soften their appearance.
- **Policy CD-3.20:** Avoid the blocking of public views by solid walls.
- **Policy CD-3.22**: Incorporate visual buffers, including landscaping, equipment and storage area screening, and roof treatments, on properties abutting either Interstate 215 or residentially designated property.
- **Goal CD-4:** Recognize, preserve, and enhance the aesthetic value of the City's enhanced landscape corridors and scenic corridors.
- **Policy CD-4.1:** Create unifying streetscape elements for enhanced landscape streets, including coordinated streetlights, landscaping, public signage, street furniture, and hardscaping.
- **Policy CD-4.2:** Design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration; strengthen connectivity; and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.
- **Policy CD-4.3:** Apply special paving at major intersections and crosswalks along enhanced corridors to create a visual focal point and slow traffic speeds.
- **Policy CD-4.4:** Frame views along streets through the use of wide parkways and median landscaping.
- **Policy CD-4.8:** Preserve and enhance view corridors by undergrounding and/or screening new or relocated electric or communication distribution lines, which would be visible from the City's scenic highway corridors.

Analysis of Project Effect and Determination of Significance:

Except as provided in Public Resources Code Section 21099, would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?	**X**			

The following is from Public Resources Code Section 21099(d)(1):

"*Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.*

(2)(A) This subdivision does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies.

(B) For the purposes of this subdivision, aesthetic impacts do not include impacts on historical or cultural resources."

The Project is not considered an infill site within a transit priority area. Therefore, Public Resources Code Section 21099 is not applicable.

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 (e.g.., development on a scenic hillside). The natural mountainous setting of the Menifee area is critical to its overall visual character and provides scenic vistas for the community.

Topography and a lack of dense vegetation or urban development offer 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, farmland 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 following: the San Jacinto Mountains to the northeast and east; the San Bernardino Mountains to the north; the San Gabriel Mountains to the northwest; and the Santa Ana Mountains to the west and southwest.

The Project site is bordered on the north by vacant land and some rural residential uses, on the south by Highway 74, business park, and public facilities uses, on the east by Menifee Road, rural residential uses, and vacant land, and Palomar Road to the immediate west, vacant land, some commercial uses. **Table 3, *Surrounding Land Uses***, in Section I. of this Initial Study, lists the different uses that are located immediately adjacent to the proposed Project site. Reference **Figure 3, *General Plan Land Use Plan Designations***, and **Figure 4, *Zoning Classifications*** in Section I. of this Initial Study.

Topographically, the Project site is comprised of a flat alluvial plain. Elevations range from a low of 1,465 feet AMSL at the southwestern corner of the Project site to a high of 1,495 feet AMSL at the northeastern property corner. A watercourse parallels the southern boundary of the Project site but does not represent a permanent source of water. Instead, this feature serves to contain intermittent drainage, primarily from irrigation run-off. A permanent source of water is not located within the Project boundaries. Reference **Figure 8, *Aerial Photo*** in Section I. of this Initial Study.

The proposed Project will change the visual character of the Project site by adding structures and landscaping. More specifically, upon Project completion, the SPA proposes the following development:

- PA11 Very High Density Residential (VHDR), 29.35 acres;
- PA12 Commercial Retail (CR) / Very High Density Residential (VHDR), 9.2 acres;
- PA13 Commercial Retail (CR), 15.42 acres; and
- PA14 Commercial Retail (CR), 9.27 acres.

Very High Density Residential (VHDR) is defined as having a density range of 14.1-24 dwelling units per acre. Commercial Retail (CR) would allow for a Floor Area Ration of 0.35.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study.

In order to ensure a comprehensive discussion as to whether the Project will have a substantial adverse effect on a scenic vista, this issue will be analyzed in the EIR.

Except as provided in Public Resources Code Section 21099, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X

Please reference the discussion in 1.a, above as it pertains to Public Resources Code Section 21099(d)(1). The Project is not considered an infill site within a transit priority area.

There are no officially designated scenic highways in or near the City of Menifee. State Route 74 (SR-74) passes through the northern part of the City and is considered an "Eligible State Scenic Highway – Not Officially Designated" by the California Department of Transportation. In addition, according to Figure CD-2, Enhanced Landscape Corridors and Scenic Corridors of the General Plan, SR-74, adjacent to the Project, is classified as an Enhanced Landscape Corridor. The nearest designated state scenic highway to the City is a portion of SR-74 in the San Jacinto Mountains about 17 miles east of the City.

According to the General Plan:

> "*Corridors play an important role in Menifee. Not only are they essential for circulation, they also provide valuable opportunities to reinforce the city's community identity through streetscape design and preservation of scenic resources. Design treatments within corridors contain cohesive, yet clearly differentiated design features that reflect the type and extent of uses along it. To help foster a strong identity along major corridors, the city has designated a number of north-south and east-west roadways as Enhanced Landscape Corridors. Roadways in this designation are recognized as major transportation routes and will receive special design consideration to ensure they complement the existing community.*
>
> *The protection of the city's visual resources along its scenic corridors-including I-215-is particularly important because these corridors help visually frame some of the community's most distinctive features.*"

The Project site is bordered on the north by vacant land and some rural residential uses, on the south by Highway 74, business park, and public facilities uses, on the east by Menifee Road, rural residential uses, and vacant land, and Palomar Road to the immediate west, vacant land, some commercial uses.

Disturbances to the Project site are moderate, and represent cumulative impacts resulting from agricultural endeavors, off-road vehicle activity, trash dumping, and construction of the SCE transmission line. No cultural resources of prehistoric or historical origin were observed within the boundaries of the Project site. In addition, there are no scenic trees or rock outcroppings resources on the Project site. Lastly, there are no historic buildings, per the California Office of Historic Preservation (OHP) on the Project site.

Therefore, no impacts to scenic resources will occur.

No additional analysis will be required in the EIR.

Except as provided in Public Resources Code Section 21099, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	**X**			

Please reference the discussion in 1.a, above as it pertains to Public Resources Code Section 21099(d)(1). The Project is not considered an infill site within a transit priority area.

The Project site is located within the City of Menifee and would be considered an urban and urbanizing area.

According to Section 5.1.3 of the GPEIR (p. 5.1-10):

> "*Implementation of the proposed General Plan is not expected to degrade views of scenic resources in the City. At full General Plan buildout, development in many parts of the City would intensify urban development in currently undeveloped areas. Portions of the City that are currently vacant land or farmland would be developed with a mix of residential, commercial, industrial, and institutional uses.*"

Construction of the proposed Project will result in short-term impacts to the existing visual character and quality of the area. Construction activities will require the use of equipment and storage of materials within the Project site. Construction activities are temporary and will not result in any permanent visual impact.

The proposed Project will change the visual character of the Project site by adding structures and landscaping. More specifically, upon Project completion, the SPA proposes the following development:

- PA11 Very High Density Residential (VHDR), 29.35 acres;
- PA12 Commercial Retail (CR) / Very High Density Residential (VHDR), 9.2 acres;
- PA13 Commercial Retail (CR), 15.42 acres; and
- PA14 Commercial Retail (CR), 9.27 acres.

Very High Density Residential (VHDR) is defined as having a density range of 14.1-24 dwelling units per acre. Commercial Retail (CR) would allow for a Floor Area Ration of 0.35.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study.

Therefore, in order to ensure a comprehensive discussion as to whether the Project would conflict with applicable zoning and other regulations governing scenic quality, this issue will be analyzed in the EIR.

Except as provided in Public Resources Code Section 21099, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Please reference the discussion in 1.a, above as it pertains to Public Resources Code Section 21099(d)(1). The Project is not considered an infill site within a transit priority area.

Construction

Currently, there are no light sources at the Project site. New lighting sources will be created from additional sources of light and glare associated with construction activities. These additional artificial light sources are typically associated with security lighting since all exterior construction activities are limited to daylight hours in the City. Workers either arriving to the site before dawn, or leaving the site after dusk, will generate additional construction light sources. These impacts will be temporary, of short-duration, and will cease when Project construction is completed.

Operations

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 this site, including free-standing street lights, light fixtures on buildings, vehicle headlights, traffic lights and streetlights. The proposed Project will include outdoor lighting associated with occupation of the single-family residences, as well as lighting associated with, and typical to, potential commercial uses in PA's 13 and 14.

Chapter 6.01 of the Menifee Municipal Code (Dark Sky; Light Pollution) indicates that low-pressure sodium lamps are the preferred illuminating source and all non-exempt outdoor light fixtures shall be shielded. A maximum of 8,100 total lumens per acre or parcel if less than one acre shall be allowed. When lighting is "allowed", it must be fully shielded if feasible and partially shielded in all other cases and must be focused to minimize spill light into the night sky and onto adjacent properties (Section 6.01.040). The Project will be conditioned that, prior to the issuance of building permits, all new construction which introduces light sources be required to have shielding or other light pollution-limiting characteristics such as hood or lumen restrictions. Reference **Standard Condition SC-AES-1**. This is a standard condition and is not considered unique mitigation under CEQA.

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

(Goal CD-6) and that limit light leakage and spillage that may interfere with the operations of the Palomar Observatory (Goal CD-6.5). Reference **Standard Condition SC-AES-2**. This is a standard condition and is not considered unique mitigation under CEQA.

All lighting proposed by the Project shall comply with Menifee Municipal Code Section 6.01 and General Plan goals. Accordingly, the Project will have a less than significant impact on interfering with the nighttime use of the Mt. Palomar Observatory.

According to Section 5.1.3 of the GPEIR (p. 5.1-13):

> "*Additionally, all future development projects that would be accommodated by the proposed General Plan would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations), which outlines mandatory provisions for lighting control devices and luminaires.*
>
> *Adherence to county and City regulations and implementation of the policies of the proposed General Plan would ensure that light and glare from new development and redevelopment projects accommodated by the General Plan would be minimized and that significant impacts would not occur.*"

The same requirements would apply to the proposed Project; therefore, the same conclusions reached in the *GPEIR* would apply to the proposed Project. Any impacts are considered less than significant.

No additional analysis will be required in the EIR.

Standard Conditions and Requirements

SC-AES-1 Chapter 6.01 of the Menifee Municipal Code (Dark Sky; Light Pollution). Low-pressure sodium lamps are the preferred illuminating source and all non-exempt outdoor light fixtures shall be shielded. A maximum of 8,100 total lumens per acre or parcel if less than one acre shall be allowed. When lighting is "allowed", it must be fully shielded if feasible and partially shielded in all other cases and must be focused to minimize spill light into the night sky and onto adjacent properties (Section 6.01.040). The Project will be conditioned that, prior to the issuance of building permits, all new construction which introduces light sources be required to have shielding or other light pollution-limiting characteristics such as hood or lumen restrictions.

SC-AES-2 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 (Goal CD-6) and that limit light leakage and spillage that may interfere with the operations of the Palomar Observatory (Goal CD-6.5). Subsequent development plans shall be reviewed for consistency with these requirements during the entitlement process.

Mitigation Measures

To be determined if necessary in the EIR.

2. AGRICULTURE AND FORESTRY RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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.

Source(s): *GPEIR (Chapter 5.2 – Agriculture and Forestry Resources); Map My County,* (**Appendix A**); Public Resources Code Section 12220(g); City of Menifee General Plan Environmental Impact (*GPEIR*); City of Menifee Municipal Code.

Applicable General Plan Policies:

N/A

Analysis of Project Effect and Determination of Significance:

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

The California Department of Conservation's (CDC) Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the state's land into eight categories based on soil quality and existing agricultural uses to produce maps and statistical data. These are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this DEIR. The highest rated Important Farmland is Prime Farmland. Farmland maps are updated and released every two years. The Project site has the following designations:

- Farmland of Local Importance; and
- Other Lands.

The current General Plan Land Use designation on the Project site is Specific Plan (SP). The zoning classification on the Project site is Specific Plan (SP). SP260, A3 proposes the following:

- PA11 Very High Density Residential (VHDR), 29.35 acres;
- PA12 Commercial Retail (CR) / Very High Density Residential (VHDR), 9.2 acres;
- PA13 Commercial Retail (CR), 15.42 acres; and

- PA14 Commercial Retail (CR), 9.27 acres.

Very High Density Residential (VHDR) is defined as having a density range of 14.1-24 dwelling units per acre. Commercial Retail (CR) would allow for a Floor Area Ration of 0.35.

The City is focusing on developing land in an economically productive way that will serve the growing population. Thus, Menifee's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. The residential/commercial Project will be economically productive and serve the growing population. Based on the policy direction contained in the General Plan, Project impacts to Farmland will be less than significant.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

No Williamson Act contracts are active for the proposed Project site. Therefore, the Project will not conflict with a Williamson Act contract.

The current General Plan Land Use designation on the Project site is Specific Plan (SP). The zoning classification on the Project site is Specific Plan (SP). The SP Zone is not an agricultural zone, as it pertains to the Project. SP260, A3 proposes the following:

- PA11 Very High Density Residential (VHDR), 29.35 acres;
- PA12 Commercial Retail (CR) / Very High Density Residential (VHDR), 9.2 acres;
- PA13 Commercial Retail (CR), 15.42 acres; and
- PA14 Commercial Retail (CR), 9.27 acres.

Very High Density Residential (VHDR) is defined as having a density range of 14.1-24 dwelling units per acre. Commercial Retail (CR) would allow for a Floor Area Ration of 0.35.

No impacts will occur.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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))?				X

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).

Therefore, development of the Project will have no impact to any timberland zoning.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X

There is no forest land on the Project site. Therefore, there will be no loss of forest land or conversion of forest land to non-forest use as a result of the Project. No impacts will occur.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	

As discussed in Threshold 2.a, above, the current General Plan Land Use designation on the Project site is Specific Plan (SP). The zoning classification on the Project site is Specific Plan (SP). SP260, A3 proposes the following:

- PA11 Very High Density Residential (VHDR), 29.35 acres;
- PA12 Commercial Retail (CR) / Very High Density Residential (VHDR), 9.2 acres;
- PA13 Commercial Retail (CR), 15.42 acres; and
- PA14 Commercial Retail (CR), 9.27 acres.

Very High Density Residential (VHDR) is defined as having a density range of 14.1-24 dwelling units per acre. Commercial Retail (CR) would allow for a Floor Area Ration of 0.35.

As shown on **Table 3, *Surrounding Land Uses***, in Section I. of this Initial Study, there are no agricultural uses adjacent to the Project site. As shown on **Figure 3, *General Plan Land Use Designations***, in Section I. of this Initial Study, there are no agriculturally designated properties in proximity of the Project site. As shown on **Figure 4, Zoning *Classifications***, in Section I. of this Initial Study, the properties abutting the Project site to the northeast are designated Light Agricultural (A-1). There are large lot single-family residences on Stone Lane, and Triple Crown Road, immediately adjacent to the Project site. The closest agricultural use is located at the southwest corner of Menifee Road and Watson Road, approximately 650 feet northerly from the closest portion of the Project site, on the other side of the large lot single-family residences. Due to the proximity and separation from this agricultural use, it is not anticipated that the Project will involve changes to the environment that would result in the conversion of this property to a non-agricultural use.

The City is focusing on developing land in an economically productive way that will serve the growing population. Thus, Menifee's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. As stated above, all of the Project sites do not have agricultural land use designations. There are no properties in proximity of the Project site that have an agricultural designation. Therefore, implementation of the Project will not result in any pressures on adjacent properties that could result in conversion of farmland. Therefore, impacts to Farmland will be less than significant.

No additional analysis will be required in the EIR as it pertains to the conversion of Farmland to a non-agricultural use.

There is no forest land on the Project site. Therefore, the Project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use. No impact will occur.

No additional analysis will be required in the EIR as it pertains to forest land.

Standard Conditions and Requirements

None are required.

Mitigation Measures

No mitigation measures are required.

3. AIR QUALITY.

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Source(s): *Palomar Crossing Air Quality and Greenhouse Gas Impact Study, City of Menifee, California,* prepared by RK Engineering Group, Inc., March 29, 2018 (*AQ/GHG Study*, **Appendix B**).

Applicable General Plan Policies:

- **Goal OSC-9:** Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.
- **Policy OSC-9.1:** Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.
- **Policy OSC-9.2:** Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.
- **Policy OSC-9.3:** Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.
- **Policy OSC-9.5:** Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			

The Project is located in the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment (i.e., ozone [O_3], coarse particulate matter [PM_{10}], and fine particulate matter [$PM_{2.5}$]). These are considered criteria pollutants, because they are three of several prevalent air pollutants known to be hazardous to human health (an area designated as nonattainment for an air pollutant is an area that does not achieve national and/or state ambient air quality standards for that pollutant).

Therefore, in order to ensure a comprehensive discussion as to whether the Project would conflict with or obstruct implementation of the applicable air quality plan (based on these changes), this issue will be analyzed in the EIR. The 2016 Air Quality Management Plan, and the Southern California Association of Governments 2012 Regional Transportation Plan/ Sustainable Communities Strategy will be reviewed for Project consistency.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	**X**			

The Basin is classified as in attainment for all criteria pollutants except for ozone, PM_{10}, and $PM_{2.5}$. The Basin is designated as a nonattainment area for federal ambient air quality standard (AAQS) for the 8-hour ozone, $PM_{2.5}$ standards and as partial nonattainment for lead (Pb) and is in nonattainment area under state 1- and 8-hour ozone, $PM_{2.5}$, and PM_{10} standards. Ozone is not emitted directly but is a result of atmospheric activity on precursors. NO_X and Reactive Organic Gases (ROG) are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone.

The City evaluates project air quality emissions based on the quantitative emission thresholds originally established in the SCAQMD's CEQA Air Quality Handbook. SCAQMD's significance thresholds for impacts to regional air quality are shown in **Table 3-1, *SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds***, below.

Table 3-1
SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds

Pollutant	Emissions (pounds)	
	Construction	Operational
Oxides of Nitrogen (NO_X)	100	55
Volatile Organic Compounds (VOC)	75	55
Coarse Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Oxides of Sulfur (SO_X)	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb)*	3	3

Source: SCAQMD Air Quality Significance Thresholds (SCAQMD 2015)

The Project has the potential to result in result in emissions of NO_X, VOC, PM_{10}, $PM_{2.5}$, SO_X, CO and Pb, during construction and operations. The Project is required to comply with SCAQMD Rule 403 (Rule 403) during construction, as it pertains to fugitive dust. Rule 403 shall be implemented as **Standard Condition SC-AQ-1**. Compliance with Rule 403 is a standard condition and is not considered unique mitigation under CEQA.

Therefore, in order to ensure a comprehensive discussion as to whether the Project would result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state AAQS (including releasing emissions, which exceed quantitative thresholds for ozone precursors), this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	X			

A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities.

The nearest existing sensitive receptors are the existing single-family detached residential dwelling units located adjacent to the eastern property line of the site, existing single-family detached residential dwelling units located approximately 150 feet (46 meters) northeast of the site (across Palomar Road), and existing single-family detached residential dwelling units located approximately 300 feet north of the site. Potential future sensitive receptors include properties zoned for residential land uses that may be located adjacent to the north and approximately 50 feet (15 meters) west of the Project site.

To ensure a comprehensive discussion as to whether the Project would expose sensitive receptors to substantial pollutant concentrations, this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?			X	

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. None of these are associated with the proposed Project.

The potential for an odor impact is dependent on a number of variables including the nature of the odor source, distance between the receptor and odor source, and local meteorological conditions. During construction, potential odor sources associated with the Project include diesel exhaust associated with construction equipment. Diesel exhaust may be noticeable; however, construction activities would be temporary. Heavy-duty equipment in the project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed.

The Project is required to comply with SCAQMD Rule 402 (Rule 402) during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency

to cause, injury or damage to business or property. Rule 402 shall be implemented as **Standard Condition SC-AQ-2**. Compliance with Rule 402 is a standard condition and is not considered unique mitigation under CEQA. Construction odors will be less than significant.

Potential odor sources associated with the operation of the Project are anticipated to be those that would be typical of any residential development and commercial development. Residential developments typically do not result in odor impacts. Commercial development, in proximity has the potential to conflict with residential uses. The commercial components will be required to comply with Rule 402 during operations. Compliance with Rule 402 is a standard condition and is not considered unique mitigation under CEQA. Operational odors will be less than significant.

No additional analysis will be required in the EIR.

Standard Conditions and Requirements

SC-AQ-1 SCAQMD Rule 403. Prior to grading permit issuance, all applicable measures shall be incorporated into Project plans and specifications as implementation of Rule 403, which include but are not limited to:

1. All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions;
2. The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and
3. The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.

SC-AQ-2 The Project is required to comply with Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Mitigation Measures

To be determined if necessary in the EIR.

4. BIOLOGICAL RESOURCES.

Source(s): *Palomar Crossings 2010-090 Western Riverside County MSHCP Compliance Document*, prepared by Searl Biological Services, June 28, 2018 (*MSHCP Compliance Document*, **Appendix C**); Section 9.86.110 of the Menifee Municipal Code (Tree Preservation Regulations).

Applicable General Plan Policies:

- **Goal OSC-8:** Protected biological resources, especially sensitive and special status wildlife species and their natural habitats.
- **Policy OSC-8.1:** Work to implement the Western Riverside County Multiple Species Habitat Conservation Plan in coordination with the Regional Conservation Authority.
- **Policy OSC-8.2:** Support local and regional efforts to evaluate, acquire, and protect natural habitats for sensitive, threatened, and endangered species occurring in and around the City.
- **Policy OSC-8.4:** Identify and inventory existing natural resources in the City of Menifee.
- **Policy OSC-8.5:** Recognize the impacts new development will have on the City's natural resources and identify ways to reduce these impacts.
- **Policy OSC-8.8:** Implement and follow MSHCP goals and policies when making discretionary actions pursuant to Section 13 of the Implementing Agreement.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		**X**		

Please reference the discussion in Item 4.b, below.

Mitigation Measure MM-BIO-1 shall be implemented. **MM-BIO-1** requires that prior to any disturbance to Features A, A_1, A_2, or B, the applicant shall acquire the necessary permits, which will include the appropriate mitigation, from the appropriate regulatory agencies, which may include the Regional Water Quality Control Board (RQWCB), U.S Army Corps of Engineers (ACOE) and the California Department of Fish and Wildlife (CDFW). With the incorporation of **MM-BIO-1**, any Project impacts that could 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. Wildlife Service will be reduced to less than significant level.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		**X**		

According to the *Palomar Crossings 2010-090 Western Riverside County MSHCP Compliance Document*, prepared by Searl Biological Services, June 28, 2018 (*MSHCP Compliance Document*, **Appendix C**), one potential Riverine, two erosional, and one sediment transport feature were present on and directly adjacent to the Project site. The four features, as shown on **Figure 4-1, *Potential 6.1.2 Resources***, did not support suitable habitat for Least Bell's Vireo (LBVI), Southwestern Willow Flycatcher (SWFL), or Yellow-billed Cuckoo (YBCU) and all were in disturbed ruderal areas and of low biological value.

Features A, A_1, A_2, and B are potentially jurisdictional by the U. S. Army Corps of Engineers (ACOE), California Department of Fish and Wildlife (CDFW), and/or California Regional Water Quality Control Board (RWQCB). The feature, feature type and length are shown in **Table 4-1, *Potential MSHCP Section 6.1.2 Resources***, below.

Table 4-1
Potential MSHCP Section 6.1.2 Resources

Feature ID	Feature Type	Length (feet)
A	Riverine	1,213.66
A_1	Erosional	67.01
A_2	Erosional	116.33
B	Sediment Transport	374.56

Source: *MSHCP Compliance Document* (**Appendix C**)

Mitigation Measure MM-BIO-1 shall be implemented. **MM-BIO-1** requires that prior to any disturbance to Features A, A_1, A_2, or B, the applicant shall acquire the necessary permits, which will include the appropriate mitigation, from the appropriate regulatory agencies, which may include the Regional Water Quality Control Board (RQWCB), U.S Army Corps of Engineers (ACOE and the California Department of Fish and Wildlife (CDFW). With the incorporation of **MM-BIO-1**, any Project impacts that could 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 will be reduced to less than significant level.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**

According to the *Palomar Crossings 2010-090 Western Riverside County MSHCP Compliance Document*, prepared by Searl Biological Services, June 28, 2018 (*MSHCP Compliance Document*, **Appendix C**), no Vernal Pool and/or Fairy Shrimp habitat was detected on the Project site. No habitat meeting the criteria of a vernal pool was detected on the Project site. The Property did not support depression areas, and no evidence of long-lasting ponds (i.e., cracked mud, crusty soil, etc.) was detected. Saline-alkali or clay soils, a common component of vernal pools, were also absent. Plants typically associated with vernal pools, or remnants thereof, such as alkaline popcorn flower (*Plagiobothrys leptocladus*), western marsh cudweed (*Gnaphalium palustre*), Parish's glasswort (*Arthrocnemum subterminale*), and swamp pickle grass (*Crypsis schoenoides*) were also not detected on the Project site. No suitable habitat for fairy shrimp was detected on the Project site. Similar to the vernal pool assessment, no areas that would be classified as federally protected wetlands were detected on the Project site that contained evidence of supporting long-lasting pools, and depression areas were absent from the Project site. Lastly, road ruts that contained evidence of ponding, and stock ponds were also not detected on the Project site.

Therefore, the Project will not have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impacts will occur.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		**X**		

Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the MBTA of 1918 (16 USC 703-711), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey.

The Project site, and areas in the immediate vicinity of the Project contains trees, shrubs, and grasslands that provide suitable nesting habitat for a number of migratory bird species known to nest in the Project area. The ornamental trees and shrubs at the north end of the Project site and the mature eucalyptus windrow adjacent to the southern boundary of the Project site

provide potential roosting, foraging, and nesting habitat for migratory birds and raptors, such as hawks and owls.

Impacts to nesting bird species must be avoided at all times. The period from approximately 15 February to 31 August is the expected breeding season for bird species occurring in the Project area. Under **Mitigation Measure MM-BIO-2**, if Project activity or vegetation removal must be initiated during the breeding season, a qualified biologist should check for nesting birds within three days prior to such activity. If active bird nests are found, avoidance buffers of 1,000 feet for large birds of prey, 500 feet for small birds of prey, and 250 feet for songbirds, decided by CDFW on a case-by-case basis, will need to be observed and implemented. With these measures, impacts to nesting birds will be less than significant.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**

The proposed Project will include planting of trees throughout the site: along streets, along paseos, and within private recreational areas.

The trees that currently exist on-site are not considered a Heritage Tree as defined in the City's Tree Preservation Ordinance. A list of tree species observed on the site is included in Appendix C-1 of the *Palomar Crossings 2010-090 Western Riverside County MSHCP Compliance Document*, prepared by Searl Biological Services, June 28, 2018 (*MSHCP Compliance Document*, **Appendix C**). All trees are identified as "non-native species".

According to Section 9.86.020 of the Menifee Municipal Code:

> "*The city considers trees to be a valuable community resource. Heritage trees such as those with certain characteristics (age, size, species, location, historical influence, aesthetic quality or ecological value) receive special attention and preservation efforts.*"

Therefore, the proposed Project shall not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impacts will occur.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		X		

The proposed Project is located within the Harvest Valley/Winchester Area Plan (HVWAP) of the Multi Species Habitat Conservation Plan (MSHCP) but is not located within a Criteria Area or adjacent to a Criteria Area or Conservation Area. Reference **Figure 9, *Criteria Cell/Cell Groups*** in Section I. of this Initial Study.

The discussions below provide a summary demonstrating how the Project is consistent with MSHCP requirements for each of the above-listed issue areas.

MSHCP Reserve Assembly Requirements

The Property was not located within a Criteria Cell/Criteria Cell Group; therefore, it was not targeted for long-term conservation within the MSHCP Reserve Assembly. Therefore, the Project would not conflict with the MSHCP reserve assembly.

MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)

According to the *Palomar Crossings 2010-090 Western Riverside County MSHCP Compliance Document*, prepared by Searl Biological Services, June 28, 2018 (*MSHCP Compliance Document*, **Appendix C**), one Riverine, two erosional, and one sediment transport feature were present on, and near, the southeastern portion of the Project site. Feature A was a human-constructed roadside ditch with broken cement in portions to stabilize the banks. This feature has been present for decades and likely historically put in place to divert flows from agricultural fields and roadways. Feature A was Riverine as defined by the MSHCP given that it was constructed decades ago to divert natural stream flows from agricultural and road areas, and it appears to eventually contribute flows to potential downstream resources. Features A1, A2, and B did not meet the criteria of a Riverine feature due to their lack of biological values and contribution to downstream resources. Features A1, A2, and B lack biological functions and habitat values for MSHCP Section 6.1.2 targeted species, and do not contribute to maintaining habitat values for species inside the MSHCP conservation area; therefore, these features have no long-term conservation value.

MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species)

The Project is not within a survey area for NEPSSA species. No surveys are required. The Project is consistent with MSHCP Section 6.1.3.

MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface)

The Property was located 1.60-miles away from the nearest Criteria Cell/Criteria Cell Group. No edge effects will occur at this long-distance; therefore, MSHCP Section 6.1.4 is not

applicable.

MSHCP Section 6.3.2 (Additional Survey Needs and Procedures)

Burrowing Owl (BUOW)

It should be noted that a total of 45 records of BUOW have been reported within five miles of the Property; however, 23 of those records were considered sensitive by CDFW and the detailed location data was suppressed with only the Winchester and Lakeview 7.5-minute USGS quadrangles provided. The remaining 22 records were from 1989 to 2016. The nearest documented occurrence was approximately 0.71 mile south of the Property in 2015.

The MSHCP requires a habitat assessment and survey if burrowing habitat occurs on site. Field surveys were conducted on March 8, March 30, April 11, and April 26, 2018 by SBS biologist Tim Searl. The Property supported 65.24-acres of suitable BUOW habitat. An additional 42.88 acres of suitable BUOW habitat was present within 150-meters of the Property. All suitable habitat consisted of dryland agricultural areas and open non-native grassland that was routinely maintained for weed abatement. Eucalyptus woodland and overgrown ruderal/non-native grass areas were not suitable for BUOW. Potential owl burrows detected on the Property consisted entirely of California ground squirrel burrows/burrow complexes. No suitable burrow surrogates were detected on the Property. Burrows were primarily concentrated along fence-lines and utility tower/pole foundations where agricultural land uses and weed abatement equipment could not impact the burrows. Only three single burrows and one burrow complex was located in the open field area. No BUOW sign was observed at any of the potential owl burrow locations, including the entrances, or suitable perch locations nearby (i.e., fence posts, stakes, etc.).

No BUOW or BUOW signs were detected on the Project site. No BUOW were detected on or within 150-meters of the Property.

A 30-day pre-construction survey is required by the MSHCP prior to any Project-related ground disturbance activities. Pre-construction take avoidance surveys shall be proposed in accordance with MSHCP requirements and is included as **Mitigation Measure MM BIO-3**. Impacts will be reduced to a less than significant level with the incorporation of mitigation.

The proposed Project is consistent with MSHCP Section 6.3.2.

As outlined in Section 6 of the MSHCP, “Payment of the mitigation fee and compliance with the requirements of Section 6.0 are intended to provide full mitigation under the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), Federal Endangered Species Act, and California Endangered Species Act for impacts to the species and habitats covered by the MSHCP pursuant to agreements with the U.S. Fish and Wildlife Service, the California Department of Fish and Wildlife and/or any other appropriate participating regulatory agencies and as set forth in the Implementing Agreement for the MSHCP.”

The Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee has been established to provide mitigation for biological impacts from projects within the MSHCP area. All building permit applicants may pay their Western Riverside County MSHCP mitigation fees at any time after having an approved land development permit for the City of Menifee Planning Division (ex: conditional use permit, public use permit, plot plan) and have also paid

for building permit plan review or permit fees. Payment of this fee is included as **Standard Condition SC-BIO-1**. This is not considered unique mitigation under CEQA.

In conclusion, the proposed Project is consistent with all applicable sections of the MSHCP. Adherence to **Standard Condition SC-BIO-1**, and implementation of **Mitigation Measures MM BIO-1** through **MM BIO-3**, ensure consistency with the MSHCP. Thus, the proposed Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, impacts are less than significant with adherence to standard conditions and mitigation measures.

No additional analysis will be required in the EIR.

Standard Conditions and Requirements

SC-BIO-1 MSHCP Fee Fees. Prior to the issuance of a building permit, the Project applicant shall pay the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee (established to provide mitigation for biological impacts from projects within the MSHCP area).

Mitigation Measures

MM-BIO-1 Prior to any disturbance of Features A, A_1, A_2, or B, the applicant shall acquire the necessary permits, which will include the appropriate mitigation, from the appropriate regulatory agencies, which may include the Regional Water Quality Control Board (RQWCB), U.S Army Corps of Engineers (ACOE and the California Department of Fish and Wildlife (CDFW).

MM-BIO-2 If grading is to occur during the nesting season (February 15 – August 31), a nesting bird survey shall be conducted within ten (10) days prior to grading permit issuance. This survey shall be conducted by a qualified biologist holding a Memorandum of Understanding (MOU) with Riverside County. The findings shall be submitted to the City of Menifee Community Development Department for review and approval.

MM-BIO-3 Preconstruction survey for burrowing owl. A 30-day preconstruction survey for burrowing owl is required by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) to confirm the continued presence of burrowing owl within the survey area. The survey shall be conducted by a qualified biologist no more than 30 days prior to ground disturbance in accordance with MSHCP survey requirements to avoid direct take of burrowing owl. If burrowing owl are determined to occupy the Project site or immediate vicinity, the City of Menifee Community Development Department will be notified, and avoidance measures will be implemented, as appropriate, pursuant to the MSHCP, the California Fish and Game Code, the MBTA, and the mitigation guidelines prepared by the CDFW (2012).

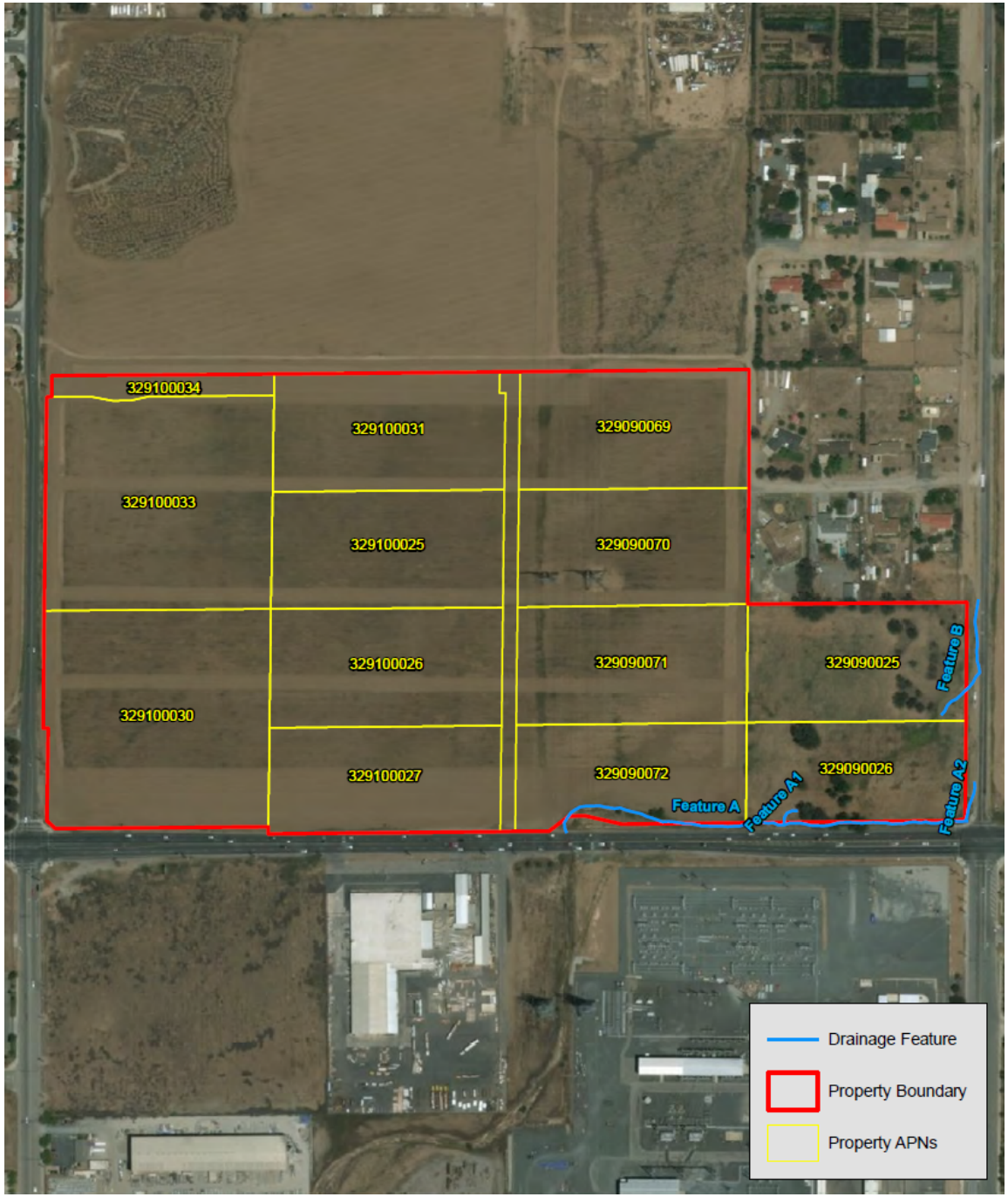
The following measures are recommended in the CDFW guidelines to avoid impacts on an active burrow:

- No disturbance should occur within 50 meters (approximately 160 feet) of occupied burrows during the non-breeding season.

- No disturbance should occur within 75 meters (approximately 250 feet) of occupied burrows during the breeding season.

For unavoidable impacts, passive or active relocation of burrowing owls would need to be implemented by a qualified biologist outside the breeding season, in accordance with procedures set by the MSHCP and in coordination with the CDFW.

Figure 4-1
Potential 6.1.2 Resources



Source: MSHCP Compliance Document (**Appendix C**)

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5. CULTURAL RESOURCES.

Source(s): *A Phase I Cultural Resources Assessment of Palomar Crossings, Specific Plan Amendment 2010-090*, prepared by Jean A. Keller, Ph.D., March 2018 (*CRA*, **Appendix D**); *Map My County,* (**Appendix A**); and County Geologist.

Applicable General Plan Policies:

- **Goal OSC-5:** Archaeological, historical, and cultural resources that are protected and integrated into the City's built environment.
- **Policy OSC-5.1:** Preserve and protect significant archeological, historic, and cultural sites, places, districts, structures, landforms, objects and native burial sites, and other features, such as Ringing Rock and Grandmother Oak, consistent with state law.
- **Policy OSC-5.3:** Preserve sacred sites identified by the Pechanga Band of Luiseño Indians and Soboba Band of Luiseno Indians, such as tribal burial grounds, by avoiding activities that would negatively impact the sites.
- **Policy OSC-5.5:** Establish clear and responsible practices to identify, evaluate, and protect previously unknown archeological, historic, and cultural sites, following CEQA and NEPA procedure.

Please note that this Section primarily addresses historical, archaeological and cultural resources not associated with tribal cultural resources. For a comprehensive discussion on tribal cultural resources, please refer to Section 18, Tribal Cultural Resources, of this Initial Study.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?				**X**

According to Public Resources Code (PRC) §5020.1(j), "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 CCR §15064.5(a)(1)-(3)). Regarding the proper criteria for the evaluation of historical significance, CEQA guidelines mandate that "generally a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

The 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.

As such, the proposed Project will not cause an adverse change in the significance of a historical resource and impacts to historic resources are not anticipated. No impacts are anticipated.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			**X**	

Cultural resources of prehistoric (i.e. Native American) or historical origin were not observed within the project boundaries during the field survey. According to a records search conducted by Eastern Information Center staff at the University of California, Riverside, 35 cultural resources studies have been conducted within a one-mile radius of the proposed project, effectively encompassing most of the land within that radius. During the course of field surveys associated with these studies, 23 cultural resources properties have been recoded with the on-mile radius. Of these properties, only two have been recorded within one-half mile of the Project site: a portion of Palomar Road at the southwestern corner of the property, and a ca. 1923 house that no longer exists. The remaining 21 recorded cultural resources properties are within a one-half to one-mile radius of the property, with 7 located one-half to three-quarters of a mile distant and 14 found between three-quarters and one mile from the Project site. The majority of cultural resources properties within the prescribed radius of the property are of historic-period origin, represented by streets, structures, and roadside refuse dumps.

According to A Phase I Cultural Resources Assessment of Palomar Crossings, Specific Plan Amendment 2010-090, prepared by Jean A. Keller, Ph.D., March 2018 (*CRA*, **Appendix D**), no cultural resources were observed within the boundaries of the Project site. In addition, it is unlikely that subsurface cultural resources of prehistoric origin exist within the general property boundaries. However, a structure did exist near the southeastern property corner from at least 1897 through 1939 and by 1951, two structures existed. Consequently, it is possible that associated subsurface resources of historic-period origin may be still present within this portion

of the property.

In the event that archeological materials are uncovered during ground-disturbing activities, **Standard Conditions SC-CUL-2** through **SC-CUL-8** shall be implemented to reduce potentially significant impacts to previously undiscovered archaeological resources that may be accidentally encountered during Project implementation to a less than significant level. **SC-CUL-2** requires non-disclosure of Native American human remains. **SC-CUL-3** pertains to procedures required due to any inadvertent finds during ground disturbance activities. **SC-CUL-4** pertains to procedures for final disposition of inadvertent discoveries requires that the archaeological monitor prepare a final report at the conclusion of archaeological monitoring. **SC-CUL-5** requires that a qualified archaeological monitor be present during all construction activities. **SC-CUL-6** requires the presence of Pechanga Tribal monitors during all ground disturbing activities. **SC-CUL-7** requires the presence of Soboba Tribal monitors during all ground disturbing activities. **SC-CUL-8** requires the procedures for the preparation of a Phase II and Phase IV archaeological report.

Furthermore, 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). With implementation of **SC-CUL-2** through **SC-CUL-8**, impacts will be less than significant.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of formal cemeteries?			**X**	

Because the Project site has been previously disturbed by agricultural uses, no human remains or cemeteries are anticipated to be disturbed by the proposed Project. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the proposed Project. It is also possible to encounter buried human remains during construction given the proven prehistoric occupation of the region, the identification of multiple surface archaeological resources within a half-mile of the Project site, and the favorable natural conditions that would have attracted prehistoric inhabitants to the area.

Standard Condition SC-CUL-1 is required to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project implementation to a less than significant level. **SC-CUL-1** requires that in the unlikely event that human remains are uncovered the contractor is required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with Health and Safety Code § 7050.5, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she must contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Impacts will be less than significant with implementation of mitigation.

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 area shall also be subject to consultation between appropriate representatives from that group and the Community Development Director. The letter submitted by the Soboba and Pechanga band contains instructions for handling human remains found at the site that are of Native American origin, to which the Project applicant would adhere. Thus, compliance with the above-referenced state laws will reduce impacts to less than significant levels.

No additional analysis will be required in the EIR.

Standard Conditions and Requirements

SC-CUL-1 (Human Remains) If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

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

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

i. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the

developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.

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

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

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

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

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

a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department:

i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process

shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

SC-CUL-5 (Archeologist Retained) Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

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

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

In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

a. Project grading and development scheduling;
b. The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any

contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

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

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

SC-CUL-7 (Native American Monitoring [Soboba]) Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

SC-CUL-8 (Archeology Report - Phase III and IV) Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the

Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

6. ENERGY.

Source(s): *General Plan; GPEIR (Section 5.17 Utilities and Service Systems)*; and Title 24 building Efficiency Standards.

Applicable General Plan Policies:

- **Goal OSC-4:** Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.
- **Policy OSC-4.1:** Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
- **Policy OSC-4.2:** Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.
- **Policy OSC-4.3:** Advocate for cost-effective and reliable production and delivery of electrical power to residents and businesses throughout the community.
- **Goal LU-3:** A full range of public utilities and related services that provide for the immediate and long-term needs of the community.
- **Policy LU-3.1:** Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.
- **Policy LU-3.2:** Work with utility provides to increase service capacity as demand increases.
- **Policy LU-3.3:** Coordinate public infrastructure improvements through the City's Capital Improvement Program.
- **Policy LU-3.4:** Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.
- **Policy LU-3.5:** Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	**X**			

Specific Plan No. 260, Amendment No. 3 (SP260, A3) proposed the following modifications to the Specific Plan Land Use Plan Planning Areas (PA):

- Planning Area 11 (PA11) would be re-designated from Business Park land uses to Very High Density Residential and would be split into two (2) subareas, 11A and 11B. Subarea 11A has an area of 19.56 acres and is located west of Junipero Road. Subarea 11B has an area of 9.79 acres and is located east of Junipero Road and will include a portion of the existing Southern California Edison (SCE) easement that had not previously been given a specific planning area designation.

- Planning Area 12 (PA12) would be realigned to a newly created area between PA11 and PA13 and re-designated from the current Business Park and Commercial Business Park land use to Commercial / Very High Density Residential land uses. Two (2) subareas are proposed, 12A and 12B. Subarea 12A has an area of 6.14 acres and is located west of Junipero Road. Subarea 12B has an area of 3.06 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 13 (PA13) would be re-designated from Commercial Business Park to Commercial and would be split into two (2) subareas, 13A and 13B. Subarea 13A has an area of 10.23 acres and is located west of Junipero Road. Subarea 13B has an area of 5.19 acres and is located east of Junipero Road and includes a portion of the existing SCE easement that had not previously been given a specific planning area designation.

- Planning Area 14 (PA14) would retain a Commercial designation but would be reduced in acreage from 11.7 to 9.27 by redistributing areas into Planning Areas 12B and 13B.

Reference **Figure 5a, *Existing Specific Plan Land Use Plan*** and **Figure 5b**, ***Proposed Specific Plan Land Use Plan***, provided in Section I. of this Initial Study.

Detailed descriptions of each change that is proposed by SP 260, A3 are provided in **Table 1, *SP260, A3 Land Use Summary***, provided in Section I. of this Initial Study.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study.

The existing SCE easement is being included within Planning Areas 12 and 13 in this amendment. Development will have to conform with all applicable SCE easement restrictions. The easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins, and for passive recreation uses.

Upon approval of SPA 260, A3, total dwelling unit count shall increase by 721 units, based on maximum potential dwelling units in Planning Areas 11 and 12.

To ensure a comprehensive discussion as to whether the Project would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	**X**			

The Project would increase the site's demand for energy compared to its existing, undeveloped state. Specifically, the proposed Project would increase consumption of energy for space and water heating, air conditioning, lighting, and operation of miscellaneous equipment and

appliances. The Project will comply with all Title 24 energy conservation requirements. The Title 24 Building Energy Efficiency Standards were developed by the California Energy Commission and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. Adherence to these efficiency standards would result in a "maximum feasible" reduction in unnecessary energy consumption. It is not anticipated that the Project would conflict with any adopted energy conservation plans. However, in order to provide a comprehensive discussion as to whether the Project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency, this issue will be analyzed in the EIR.

Standard Conditions and Requirements

To be determined if necessary in the EIR.

Mitigation Measures

To be determined if necessary in the EIR.

7. GEOLOGY AND SOILS.

Source(s): *Map My County* (**Appendix A**); *Geotechnical Update Investigation for Proposed "Palomar Crossings" ± 66.92-Acre Mixed Commercial/Retail and Residential Development Northeast Corner of Highway 74 and Palomar Road, City of Menifee, Riverside County, California*, prepared by South Shore Testing and Environmental, March 8, 2018 (*Geo Investigation*, **Appendix E**); and **Figure 7-1, *Surrounding Topography***.

Applicable General Plan Policies:

- **Goal S-1:** A community that is minimally impacted by seismic shaking and earthquake-induced or other geologic hazards.
- **Policy S-1.1:** Require all new habitable buildings and structures to be designed and built to be seismically resistant in accordance with the most recent California Building Code adopted by the City.
- **Goal S-2:** A community that has used engineering solutions to reduce or eliminate the potential for injury, loss of life, property damage, and economic and social disruption caused by geologic hazards such as slope instability; compressible, collapsible, expansive or corrosive soils; and subsidence due to groundwater withdrawal.
- **Policy S-2.1:** Require all new developments to mitigate the geologic hazards that have the potential to impact habitable structures and other improvements.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.i) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			**X**	

Although the Project site is located in seismically active Southern California, the site is not located within an Alquist-Priolo Earthquake Fault Zone. According to the *Geotechnical Update Investigation for Proposed "Palomar Crossings" ± 66.92-Acre Mixed Commercial/Retail and Residential Development Northeast Corner of Highway 74 and Palomar Road, City of Menifee, Riverside County, California*, prepared by South Shore Testing and Environmental, March 8, 2018 (*Geo Investigation*, **Appendix E**), the nearest active fault is the San Jacinto Fault, which is located approximately six (6) miles east of the Project site.

Based on this information, the Project would not directly expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence

of a known fault. Indirect impacts associated with rupture of a fault are considered less than significant (reference discussion in 7.a.ii).

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.ii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			**X**	

The proposed Project will be subject to ground shaking impacts should a major earthquake in the area occur. Potential impacts include injury or loss of life and property damage. The Project site is subject to strong seismic ground shaking as are virtually all properties in Southern California. **Standard Condition SC-GEO-1** is required to reduce potentially significant impacts that could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking during Project implementation to a less than significant level. **SC-GEO-1** requires Project design to be subject to the seismic design criteria of the most recent edition of the California Building Code (CBC) as adopted by the City of Menifee in the Ordinance No. 2016-05.

The 2016 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 would 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 would 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.

Appendix B of the *Geo Investigation* identifies relevant CBC seismic design parameters for the Project site. **Standard Condition SC-GEO-2** requires the Project to comply to recommendations listed in the *Geo Investigation* to address strong seismic ground shaking and how it will reduce direct or indirect causes that could create potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Adherence to **SC-GEO-1** and **SC-GEO-2** would reduce the risk of loss, injury, and death; impacts due to strong ground shaking to a less than significant level.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.iii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			**X**	

Liquefaction describes a phenomenon in which cyclic stresses, produced by earthquake-induced ground motion, create excess pore pressures in relatively cohesionless soils. These soils may thereby acquire a high degree of mobility, which can lead to lateral movement, sliding, consolidation and settlement of loose sediments, sand boils and other damaging deformations. This phenomenon occurs only below the water table, but, after liquefaction has developed, the effects can propagate upward into overlying non-saturated soil as excess pore water dissipates.

The factors known to influence liquefaction potential include soil type and grain size, relative density, groundwater level, confining pressures, and both intensity and duration of ground shaking. In general, materials that are susceptible to liquefaction are loose, saturated granular soils having low fines content under low confining pressures.

According to Map My County (**Appendix A**), the Project site is mapped within a "low" zone of potentially liquefiable soils. Liquefaction is not considered a hazard at the site due to great depth to groundwater (greater than 100 feet) and the underlying dense nature of the subsurface soils.

Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic-related ground failure, including liquefaction. Impacts are considered less than significant.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.iv) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				**X**

The topography of the Project site is relatively flat with natural gradients less than 2% to the south-southwest toward SR 74. The site elevation is approximately 1,468 – 1484 feet above mean sea level. Evidence of ancient landslides or slope instabilities at this site was not observed as part of the *Geo Investigation*. According to **Figure 7-1, *Surrounding Topography***, there are no steep slopes within a one-quarter mile radius of the Project site that would pose any landslide potential. The closest steep slope is located approximately one (1) mile to north of the Project site. The potential for landslides is considered negligible both on-site or off-site. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impacts will occur.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?			X	

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 topsoil on the Project site has been disturbed by past development and more-recent grading activities. The Project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion will be minimized through mandated soil stabilization measures by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), (**Standard Condition SC-AQ-1**) such as daily watering. Water erosion will be prevented through the City's standard, mandated, erosion control practices required pursuant to the California Building Code (**Standard Condition SC-GEO-1**) and the National Pollution Discharge Elimination System (NPDES), such as silt fencing, fiber rolls, or sandbags (**Standard Condition SC-HYD-1**). Following Project construction, the site will be covered completely by paving, structures, and landscaping (**Standard Condition SC-HYD-2**). Impacts related to soil erosion will be less than significant with implementation of existing regulations.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	

Impacts related to liquefaction and landslides are discussed in previously in Thresholds 7.a.iii, and 7.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. As such, the soils report includes preliminary design recommendations for footings and building floor slabs. 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.
Standard Condition **SC-GEO-1** is required to reduce potentially significant impacts that could expose people or structures to lateral spreading, subsidence, liquefaction or collapse.

Appendix B of the *Geo Investigation* identifies relevant CBC seismic design parameters for the Project site. **Standard Condition SC-GEO-2** requires the Project to comply to recommendations listed in the *Geo Investigation* to address lateral spreading, subsidence, liquefaction or collapse.

Adherence to **SC-GEO-1** and **SC-GEO-2** would reduce any potential from lateral spreading, subsidence, liquefaction or collapse to a less than significant level.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial direct or indirect risks to life or property?			**X**	

The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. Based on the results of *Geo Evaluation*, it is anticipated that the soils near subgrade are non-expansive (≤20) in accordance with ASTM D 4829. The Project's will be required to comply with CBC design considerations and recommendations in the *Geo Investigation* (**Standard Condition SC-GEO-1** and **Standard Condition SC-GEO-2**, respectively). These are standard conditions and are not considered unique mitigation under CEQA. Any direct or indirect risks to life or property impacts are considered less than significant.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

The Project proposes to connect to the existing Eastern Municipal Water District sewer system and will not require use of septic tanks. This threshold is not applicable to the Project. No impact will occur.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

The Project site is mapped as a "High B" sensitivity area, denoting a high sensitivity for paleontological resources. Areas classified as high sensitivity may contain buried paleontological deposits at or below 4 feet of depth and may be impacted during construction. It is possible that potentially significant prehistoric remains could be found, since buried fossils often go undetected during a walkover survey. Prehistoric remains may have been buried by erosional sediments accumulating in this area and masked by existing pavement.

Since the Project site is mapped in the County's General Plan as having a high potential for paleontological resources (fossils), the proposed Project site grading/earthmoving activities should be monitored for potential impacts to this resource and, therefore, the Project will include a standard condition to prepare a Paleontological Resource Impact Mitigation Program (PRIMP) prior to grading permit issuance and a monitoring program prior to issuance of the final grading permit. **Standard Condition SC-GEO-3** is required to reduce potentially significant impacts to previously undiscovered paleontological resources and/or unique geological features that may be accidentally encountered during Project implementation to a less than significant level. **SC-GEO-3** requires that a qualified paleontologist be retained and approved by the City. The paleontologist will participate in a pre-construction project meeting and monitor earthmoving activities. **SC-GEO-3** also provides guidance for instances where fossil remains are found and requires that the paleontologist prepare a report of findings during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). With implementation of **SC-GEO-3**, impacts to paleontological resources will be less than significant. Upon implementation of **SC-GEO-3**, the likelihood that the Project will directly or indirectly destroy unique paleontological resources on site, or a unique geologic feature will be less than significant.

No additional analysis will be required in the EIR.

Standard Conditions and Requirements

SC-GEO-1 All Project design shall be subject to the seismic design criteria of the most recent edition of the California Building Code (CBC), as adopted by the City of Menifee in Ordinance No. 2016-05.

SC-GEO-2 The Project shall comply with the recommendations listed in the *Geo Investigation* as it pertains to impacts arising from unstable soils (seismic ground shaking, on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse), and/or expansive soils.

SC-GEO-3 **Paleontologist Required.** This site is mapped as having a high potential for paleontological resources (fossils) at shallow depth. Therefore, PRIOR TO ISSUANCE OF GRADING PERMITS:

The permittee shall retain a qualified paleontologist approved by the City of Menifee to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).

The project paleontologist retained shall review the approved development plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the Community Development Department for review and approval prior to issuance of a Grading Permit.

Information to be contained in the PRIMP, at a minimum and in addition to other industry standard and Society of Vertebrate Paleontology standards, are as follows:

A. The project paleontologist shall participate in a pre-construction project meeting with development staff and construction operations to ensure an understanding of any mitigation measures required during construction, as applicable.

B. Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the project paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level.

C. If the project paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated and recovered. Earthmoving will be allowed to proceed through the site when the project paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary.

D. If fossil remains are encountered by earthmoving activities when the project paleontologist is not onsite, these activities will be diverted around the fossil site and the project paleontologist called to the site immediately to recover the remains.

E. If fossil remains are encountered, fossiliferous rock will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the rock unit if appropriate.

F. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data

and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators.
* The City of Menifee must be consulted on the repository/museum to receive the fossil material prior to being curated.

G. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the Community Development Department for review and approval prior to building final inspection as described elsewhere in these conditions.

All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (e.g. Professional Geologist, Professional Engineer, etc.), as appropriate. Two wet-signed original copies of the report shall be submitted directly to the Community Development Department along with a copy of this condition, deposit-based fee and the grading plan for appropriate case processing and tracking.

SC-AQ-1 SCAQMD Rule 403. Prior to grading permit issuance, all applicable measures shall be incorporated into Project plans and specifications as implementation of Rule 403, which include but are not limited to:

1. All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions;
2. The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and
3. The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.

SC-HYD-1 During all phases of construction, the Project 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 review and approve Best Management Practices (BMPs) contained in the Project applicants submitted Stormwater Pollution Prevention Plan (SWPPP) to be implemented to reduce the discharge of pollutants during construction. The Project applicant's SWPPP shall identify erosion control BMPs to minimize pollutant discharges during construction activities. These identified BMPs will include stabilized construction entrances, sand bagging, designated concrete washout, tire wash racks, silt fencing, and curb cut/inlet protection.

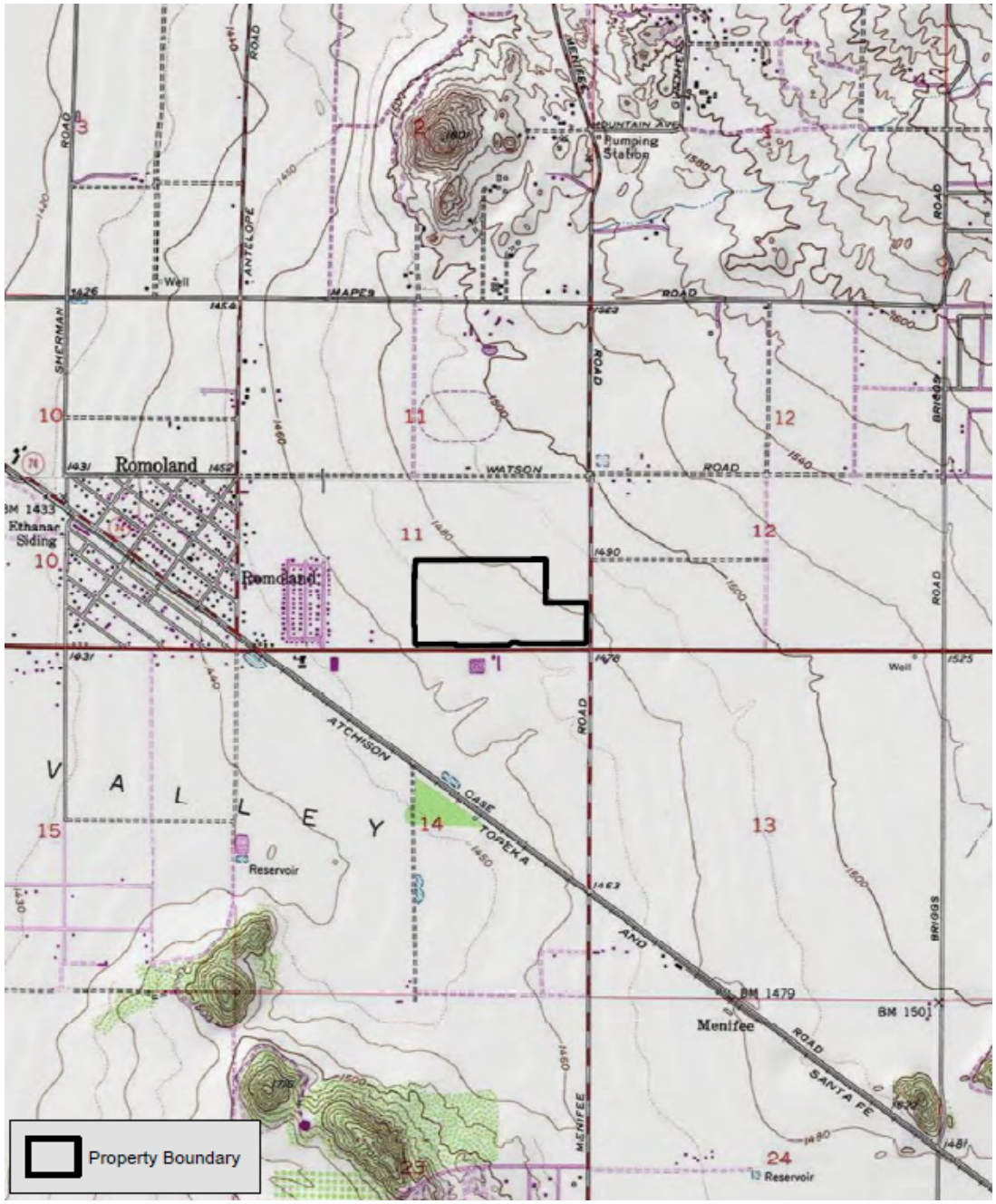
SC-HYD-2 The Project proponent shall submit a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental

increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

Mitigation Measures

No mitigation measures are required.

Figure 7-1
Surrounding Topography



Source: MSHCP Compliance Document (**Appendix C**)

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8. GREENHOUSE GAS EMISSIONS.

Source(s): *Palomar Crossing Air Quality and Greenhouse Gas Impact Study, City of Menifee, California, prepared by RK Engineering Group, Inc., March 29, 2018* (*AQ/GHG Study*, **Appendix B**).

Applicable General Plan Policies:

- **Goal OSC-4:** Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.
- **Policy OSC-4.1:** Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
- **Policy OSC-4.2:** Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.
- **Goal OSC-10:** An environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions.
- **Policy OSC-10.1:** Align the City's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.
- **Policy OSC-10.2:** Align the City's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.
- **Policy OSC-10.3:** Participate in regional greenhouse gas emission reduction initiatives.
- **Policy OSC-10.4:** Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**X**			

GHG emissions for the Project were analyzed in the *AQ/GHG Study* to determine if the project could have a cumulatively considerable impact related to greenhouse gas emissions. Operational emissions associated with the proposed Project would include GHG emissions from mobile sources (transportation), energy, water use and treatment, waste disposal, and area sources. GHG emissions from electricity use are indirect GHG emissions from the energy (purchased energy) that is produced off-site. Area sources are owned or controlled by the Project (e.g., natural gas combustion, boilers, and furnaces) and produced on-site. Construction activities are short term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends amortizing construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions to generate a precise project-based GHG inventory.

Upon Project completion, the proposed Project will result in operational GHG emissions of greenhouse gases.

To ensure a comprehensive discussion as to whether the Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	X			

The City of Menifee has not yet adopted a qualified GHG reduction plan. 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 2016 edition of the California Building Code (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.

Upon Project completion, the proposed Project will result in operational GHG emissions of greenhouse gasses.

To ensure a comprehensive discussion as to whether the Project would conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases, this issue will be analyzed in the EIR.

Standard Conditions and Requirements

To be determined if necessary in the EIR.

Mitigation Measures

To be determined if necessary in the EIR.

9. HAZARDS AND HAZARDOUS MATERIALS.

Source(s): *GPEIR (Section 5.8 – Hazards and Hazardous Materials); Phase I Environmental Site Assessment of an Undeveloped Property Northeast Corner of Highway 74 and Palomar Road, Menifee, California 92585*, prepared by South Shore Testing and Environmental, March 12, 2018 (*Phase I ESA*, **Appendix F1**); **Appendix F2:** *Addendum to Phase I Environmental Site Assessment*, prepared by South Shore Testing and Environmental, September 9, 2018; Menifee Union School District website; Perris Union High School District website; Google Maps; **Figure 9-1, *Geotracker***; **Figure 9-2, *Envirostor***; and *Map My County* **(Appendix A)**.

Applicable General Plan Policies:

- **Goal S-4:** A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.
- **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.
- **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.
- **Policy S-4.4:** Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.
- **Goal S-5:** A community that has reduced the potential for hazardous materials contamination.
- **Policy S-5.2:** Ensure that the fire department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.
- **Policy S-5.4:** Ensure that all facilities that handle hazardous materials comply with federal and state laws pertaining to the management of hazardous wastes and materials.
- **Policy S-5.5:** Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal.
- **Goal S-6:** A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.
- **Policy S-6.1:** Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the City- and county-specific emergency management resources available.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	

The proposed Project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials. The proposed Project is located within a primarily residential/commercial area of the City and is not located in an industrial area. The proposed Project does not place housing near any hazardous materials facilities. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed Project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances as part of residential or commercial uses.

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.

With regard to Project operation, widely used hazardous materials common at residential and commercial uses include cleaners, pesticides, and food waste. The remnants of these and other products are disposed of as household hazardous waste that are prohibited or discouraged from being disposed of at local landfills. Regular operation and cleaning of the residences or commercial facilities would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport and use of hazardous materials or wastes would be less than significant.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		**X**		

The *Phase I ESA* conducted for the Project site did not revealed evidence of a recognized environmental conditions or concerns in connection with the Project site. However, according to the *Phase I ESA*, the Project site was utilized for agricultural purposes from at least 1938 until at least 1967. Environmentally persistent pesticides commonly applied prior to the 1980s can linger in the soil for many years. It is not known if environmentally persistent pesticides were applied at the Project site. Based upon the length of time that has elapsed since agricultural usage has occurred; it is unlikely the potential former usage of pesticides has significantly impaired the Project site or would require remedial actions. However, in an abundance of caution, **Mitigation Measure MM-HAZ-1** shall be incorporated. **MM-HAZ-1** required monitoring during ground disturbance activities and remediation if pesticides are present.

With the incorporation of **MM-HAZ-1**, any impacts will be reduced to a less than significant level.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**

The following are the closest existing school to the Project site:

- Heritage High School: located approximately 0.78 miles east of the Project site;
- Harvest Valley Elementary School: located approximately 1.02 miles northeasterly of the Project site;
- Boulder Ridge Elementary School: located approximately 1.34 miles southerly of the Project site;
- Hans Christensen Middle School: located approximately 1.88 miles south-southwest of the Project site; and
- Calvary Chapel Christian Academy: located approximately 0.61 miles westerly of the Project site.

There are no existing schools located within one-quarter mile of the Project site.

No elementary or middle school is proposed within one-quarter mile of the Project site.

Perris Unified High School District (PUHSD) has identified a site for its 4th high school (High School #4). This school is currently proposed on 52-acres, located at the northwest corner of Wickerd and Leon Road, approximately 6.9 miles southerly of the Project site.

Based on this information, the Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

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.

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);
- Listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB);
- Listed as a hazardous solid waste disposal site by the SWRCB;
- Currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB; or
- Developed with a hazardous waste facility subject to corrective action by the DTSC.

Reference **Figure 9-1, *Geotracker***; and **Figure 9-2, *Envirostor***.

No impacts will occur.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?	**X**			

The Project site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Reference **Figure 7, *March Air Reserve Base Airport Influence Area***, in Section I. of this Initial Study. The runway for March Air Reserve Base/Inland Port Airport is located approximately 9.56 miles to the north-northwest of the Project site.

The Project will be reviewed by the Riverside County Airport Land Use Commission (RCALUC) before being considered for approval by the City. If RCALUC determines that a development plan is inconsistent with the Airport Land Use Plan, RCALUC requires the local agency to reconsider its approval regarding land use compatibility. The local agency may overrule the RCALUC by a two-thirds vote of its governing board if it makes specific findings that the proposed action is consistent with Section 21670 of the California Public Utilities Code (California Aeronautics Act).

As shown on Figure 5.8-4, Airport Compatibility Zones, Perris Valley Airport, of the *GPEIR*, the Project site is not located within any Compatibility Zones of the Perris Valley Airport. The runway is located approximately 3.28 miles to the northwest of the Project site. No impacts will occur.

To ensure a comprehensive discussion as to whether the Project would result in a safety hazard for people residing or working in the Project area as it pertains to March Air Reserve Base/Inland Port Airport, this issue will be analyzed in the EIR.

According to *GPEIR* Table 5.12-3, *Land Use and Compatibility for Community Noise Environments*, the residential land uses within the Project site are considered *normally acceptable* with noise levels between 50 dBA CNEL and 60 dBA CNEL. Residential land uses noise levels between 55 dBA CNEL and 70 dBA CNEL are considered *conditionally acceptable*. This is consistent with the 55-CNEL produced by the March Air Reserve Base/Inland Port Airport. No impacts are anticipated as it pertains to exterior noise.

The acceptable interior noise limit for new construction is 45 dBA CNEL. Standard residential building design (with windows closed) typically provides at least 20 dBA of attenuation; therefore, noise levels within the proposed residential units are not expected to exceed the City's interior noise standard of 45 dBA CNEL.

As shown on Map PV-1, Compatibility Map – Perris Valley Airport, (Perris Valley Airport Land Use Compatibility Plan, p. 3-39); the Project site is not located within any Compatibility Zones of the Perris Valley Airport. The runway is located approximately 3.28 miles to the northwest of the Project site. Also, as shown on Map PV-3, Ultimate Noise Impacts – Perris Valley Airport, the Project site is located beyond the 55-CNEL contour. No impacts are anticipated.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). Reference **Standard Condition SC-TR-1**. The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project.

All Project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed Project is required to comply with the California Fire Code as adopted by the Menifee Municipal Code.

The Project will 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.

Project impacts will be less than significant.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	X			

According to *Map My County*, proposed Project site is not located within a fire hazard zone. There are no wildland conditions in the immediate area where the Project site is located.

However, to ensure a comprehensive discussion as to whether the Project would expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, this issue will be analyzed in the EIR.

Standard Conditions and Requirements

SC-TR-1 Prior to any Project construction, the Project Applicant shall develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.

Mitigation Measures

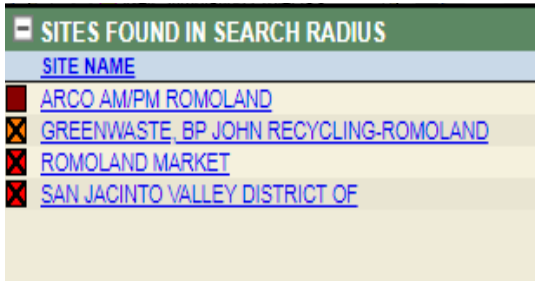
MM-HAZ-1 Pesticide Presence. Ground disturbing activities shall be monitored by a qualified contractor. If any pesticide residue is discovered at the site during any land disturbance activities, a qualified contractor shall be contacted to remove such materials. Any work conducted shall be in compliance with guideline set by an oversight agency such as the County Department of Environmental Health Services (DEH) or the Department of Toxic Substances Control (DTSC), prior to grading permit final.

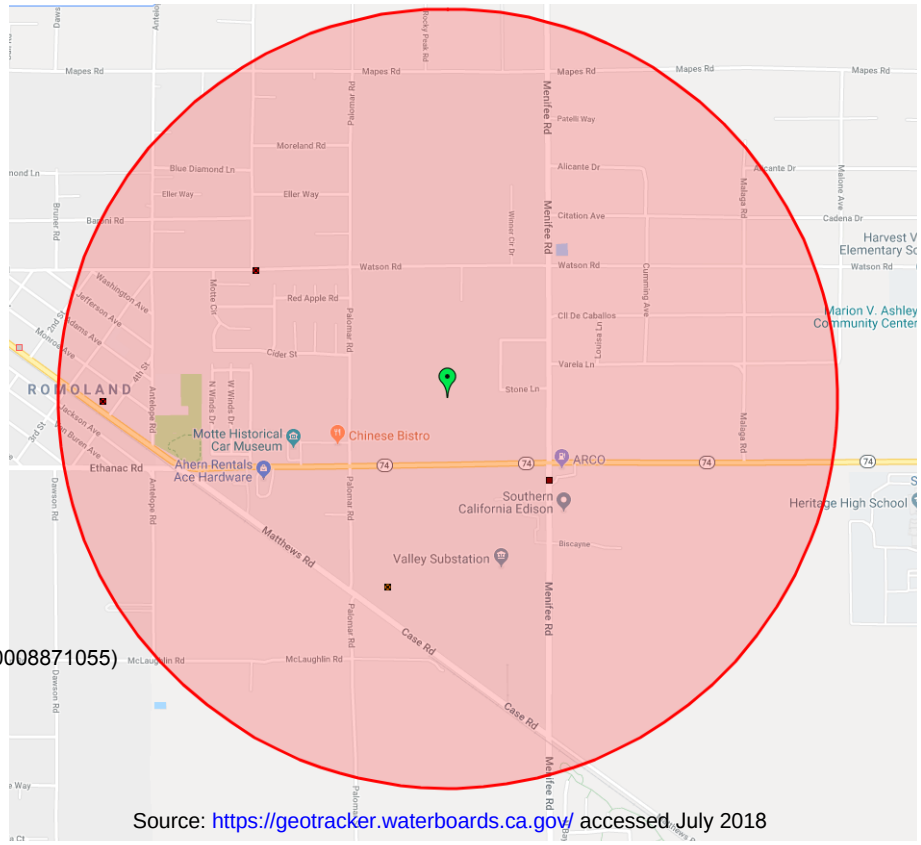
Figure 9-1
GEOTRACKER Site

Types of Sites and Facilities Geotracker Identifies



Site Location Plus 1-Mile Search Radius





Source: https://geotracker.waterboards.ca.gov/ accessed July 2018

AECO AM/PM ROMOLAND
26050 MENIFEE ROAD
MENIFEE, CA 92585

PERMITTING AGENCY: Riverside County Department of Environmental Health
FACILITY ID: FA0022507

PERMITTED UNDERGROUND STORAGE TANK (UST)

GREENWASTE, BP JOHN RECYCLING-ROMOLAND (L10008871055)
28700 MATTHEWS
ROMOLAND, CA

Land Disposal Site
Facility Type: Title 27 - Municipal Solid Waste Landfill

Cleanup Status: Completed - Case Closed
RB Case #: 8 332717001

ROMOLAND MARKET (T0606500088)
27856 HIGHWAY 74
ROMOLAND, CA 92380

Leaking Underground Storage Tank (LUST) Cleanup Site

Cleanup Status: Completed - Case Closed
RB Case #: 083300832T
Loc Case #: 92265

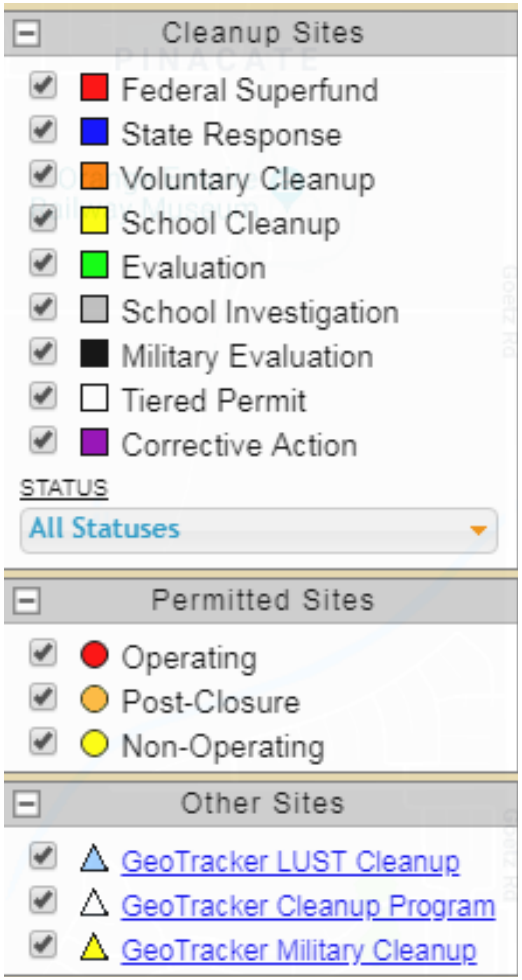
SAN JACINTO VALLEY DISTRICT OF (T0606500038)
26100 MENIFEE ROAD
ROMOLAND, CA 92380

Leaking Underground Storage Tank (LUST) Cleanup Site

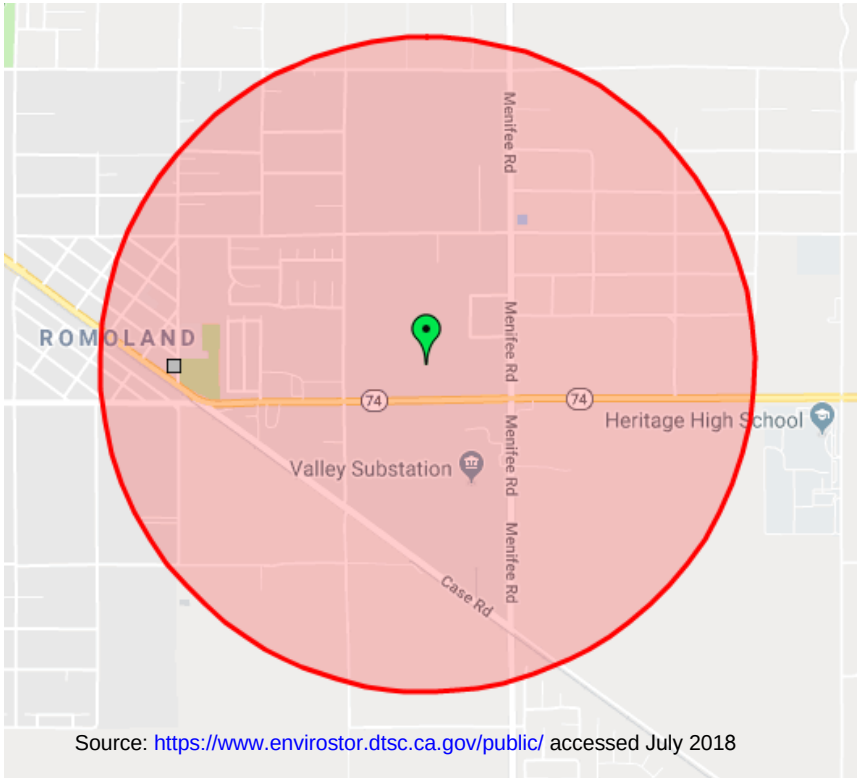
Cleanup Status: Completed - Case Closed
RB Case #: 083300334T

Figure 9-2
ENVIROSTOR Site

Types of Sites and Facilities Envirostor Identifies



Site Location Plus 1-Mile Search Radius



Source: https://www.envirostor.dtsc.ca.gov/public/ accessed July 2018

SITES FOUND IN SEARCH RADIUS
PROJECT NAME
HIGH SCHOOL NO. 3

HIGH SCHOOL NO. 3 (33010072)
BRIGGS ROAD/PINACATE ROAD
ROMOLAND, CA 92585

SITE TYPE: SCHOOL INVESTIGATION
STATUS: NO FURTHER ACTION

10. HYDROLOGY AND WATER QUALITY.

Source(s): *GPEIR (Chapter 5.9 – Hydrology and Water Quality); Map My County*, **(Appendix A)**; *Geotechnical Update Investigation for Proposed "Palomar Crossings" ± 66.92-Acre Mixed Commercial/Retail and Residential Development Northeast Corner of Highway 74 and Palomar Road, City of Menifee, Riverside County, California*, prepared by South Shore Testing and Environmental, March 8, 2018 (*Geo Investigation*, **Appendix E**); **Figure 10-1a, *FEMA FIRM Map Panel 2060***, and **Figure 10-1b, *Area Revised by Letter of Map Revision (LOMR)***.

Applicable General Plan Policies:

- **Goal S-3:** A community that is minimally disrupted by flooding and inundation hazards.
- **Policy OSC-7.9:** Ensure that high quality potable water resources continue to be available by managing stormwater runoff, wellhead protection, and other sources of pollutants.
- **Policy OSC-7.10:** Preserve natural floodplains, including Salt Creek, Ethanac Wash, Paloma Wash, and Warm Springs Creek, to facilitate water percolation, replenishment of the natural aquifer, proper drainage, and prevention of flood damage.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	**X**			

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. Reference **Standard Condition SC-HYD-2 (**SWPPP), and **Standard Condition SC-HYD-3 (**WQMP).

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.

Operational Impacts

Proposed construction of the residential buildings will increase impervious areas by replacing the vacant property with associated paving and rooftops. Landscaping is proposed as part of Project design in the form of landscaped planters containing trees, shrubs, ground covers, and vines. The Project proponent has submitted a Water Quality Management Plan (*WQMP*) for review and approval. The WQMP identifies post-construction BMPs in addressing 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.

All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant. Reference **Standard Condition SC-USS-1** (Sewer Connection Fees) and **Standard Condition SC-HYD-5** (Wastewater).

To ensure a comprehensive discussion as to whether the Project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?			**X**	

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. The Project site is located in the Menifee Hydrologic Subarea (HSA) within the Perris Hydrologic Area of the San Jacinto Valley Hydrolic Unit.
The *Geo Evaluation* noted that groundwater at the site is more than 51.5 feet below ground surface (bgs), and that regional groundwater is at least 100' bgs. Project-related grading will not reach these depths and no disturbance of groundwater is anticipated. The proposed residential and commercial building footprints, roadways and other hardscape will increase on-site impervious surface coverage thereby reducing the total amount of infiltration on-site. However, these Project impacts will not be at depths sufficient to deplete groundwater supplies or interfere substantially with groundwater recharge. This site is not managed for groundwater supplies; and this change in infiltration will not have a significant effect on groundwater table level. The Project will not result in a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts will be less than significant.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.i) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site**?**	**X**			

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. A site drainage plan is required by the City of Menifee and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review. Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs. Reference **Standard Condition SC-HYD-1 (**Site Drainage Plan), **Standard Condition SC-HYD-2 (**SWPPP), **Standard Condition SC-HYD-3 (**WQMP), and **Standard Condition SC-HYD-4** (Storm Drainage Facilities).

To ensure a comprehensive discussion as to whether the Project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would result in substantial erosion or siltation on- or off-site, this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.ii) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	**X**			

Consistent with the discussion in Threshold 10.a, above, potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the Project would also result in an increase in the rate or amount of surface runoff.

To ensure a comprehensive discussion as to whether the Project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial increase in the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.iii) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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?	X			

Consistent with the discussion in Threshold 10.a, above, potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the Project would also result in an increase in the rate or amount of surface runoff.

To ensure a comprehensive discussion as to whether the Project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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, this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.iv) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?	X			

Consistent with the discussion in Threshold 10.a, above, potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the Project would also result in an increase in the rate or amount of surface runoff.

To ensure a comprehensive discussion as to whether the Project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows, this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	X			

According to **Figure 10-1a, *FEMA FIRM Map Panel 2060***, and **Figure 10-1b, *Area Revised by Letter of Map Revision (LOMR)***, the southeasterly corner of the proposed Project site is located in "Zone A" (Special flood hazard areas subject to inundation by the 1% annual chance flood).

There are no lakes in the vicinity of the Project, therefore, the potential for seiches to occur does not exist.

The Project site is located approximately 35 miles from the nearest coastline; therefore, there is no risk associated with tsunamis.

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. Diamond Valley Lake is located approximately 6.5 miles southeasterly of the Project site, Canyon Lake is located approximately 6.4 miles southwesterly of the Project site, and the Perris Reservoir is located approximately 6.7 miles northerly of the Project site. The design and construction of the dams for earthquake resistance, in combination with monitoring of the dams, reduces risks of dam failure due to earthquakes. Dam inundation impacts will be less than significant.

To ensure a comprehensive discussion as to whether the Project would result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation, this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	**X**			

Please reference the discussion prior in 10.a, and 10.b.

To ensure a comprehensive discussion as to whether the Project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, this issue will be analyzed in the EIR.

Standard Conditions and Requirements

SC-HYD-1 Site Drainage Plan. A site drainage plan is required by the City of Menifee and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review.

SC-HYD-2 SWPPP. Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-3 WQMP. The Project proponent has submitted a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing 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.

SC-HYD-4 Storm Drainage Facilities. The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.

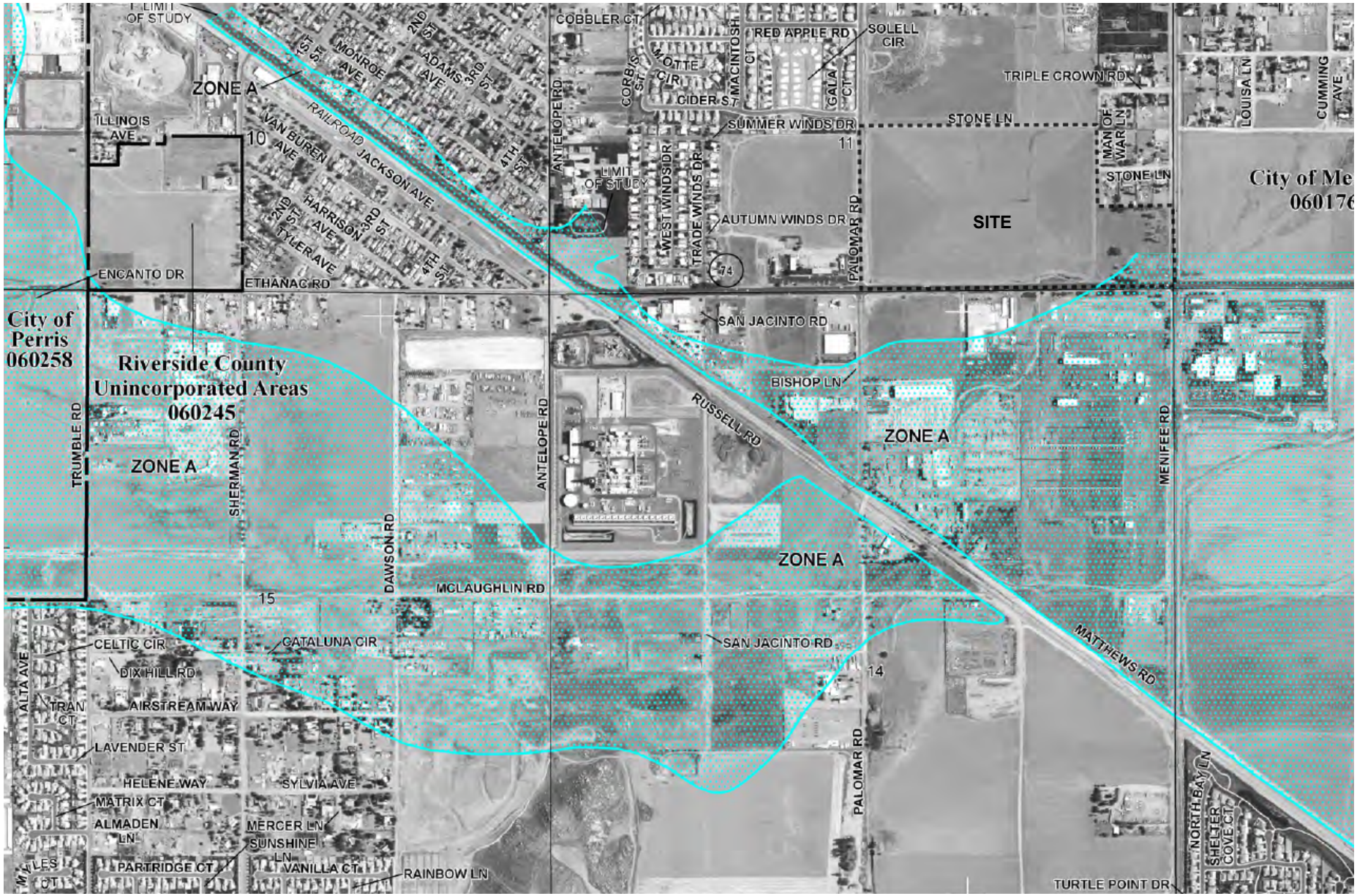
SC-HYD-5 Wastewater. All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant.

SC-USS-1 Sewer Connection Fees. Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable sewer connection fees to EMWD.

Mitigation Measures

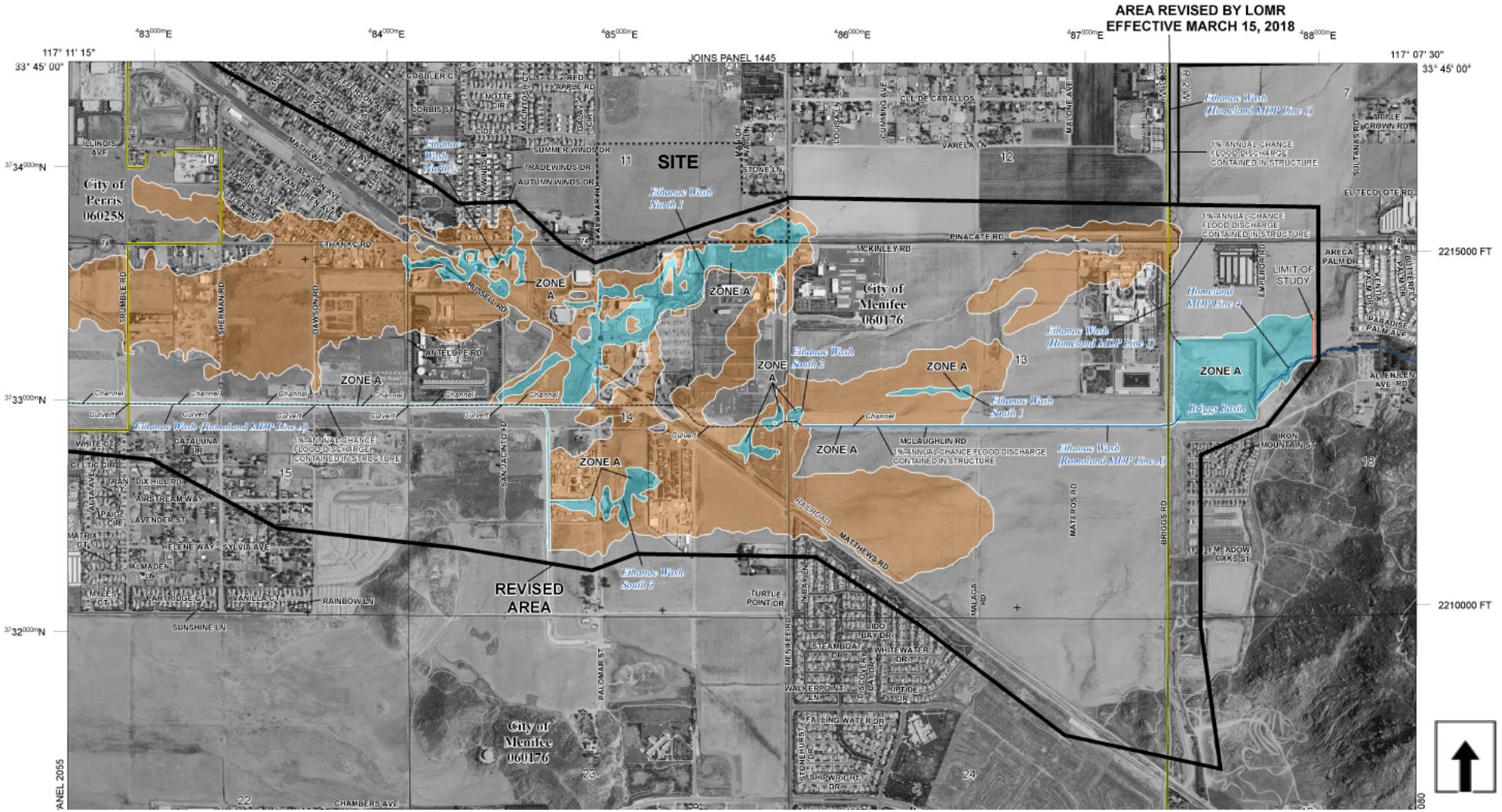
To be determined if necessary in the EIR.

Figure 10-1a
FEMA FIRM Map Panel No. 2060



Source: United Engineering Group - Project Engineers March 2018

Figure 10-1b
Area Revised by Letter of Map Revision (LOMR)



Source: United Engineering Group - Project Engineers March 2018

11. LAND USE AND PLANNING.

Source(s): *General Plan Land Use Designations – Zoning Consistency Guidelines*; *Map My County*, (**Appendix A**); Ordinance No. 348 (Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside); **Figure 3**, ***General Plan Land Designations***; **Figure 4**, ***Zoning Classifications***; and City of Menifee General Plan website.

Applicable General Plan Policies:

- **Goal LU-1:** Land uses and building types that result in a community where residents at all stages of life, employers, workers, and visitors have a diversity of options of where they can live, work, shop, and recreate within Menifee.
- **Policy LU-1.1:** Concentrate growth in strategic locations to help preserve rural areas, create place and identity, provide infrastructure efficiently, and foster the use of transit options.
- **Policy LU-1.4:** Preserve, protect, and enhance established rural, estate, and residential neighborhoods by providing sensitive and well-designed transitions (building design, landscape, etc.) between these neighborhoods and adjoining areas.
- **Policy LU-1.5:** Support development and land use patterns, where appropriate, that reduce reliance on the automobile and capitalize on multimodal transportation opportunities.
- **Policy LU-1.6:** Coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.
- **Policy LU-1.9:** Allow for flexible development standards provided that the potential benefits and merit of projects can be balanced with potential impacts.
- **Policy LU-1.10:** Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.
- **Policy LU-2.1:** Promote infill development that complements existing neighborhoods and surrounding areas. Infill development and future growth in Menifee is strongly encouraged to locate within EDC areas to preserve the rural character of rural, estate, and small estate residential uses.
- **Goal ED-1:** A diverse and robust local economy capable of providing employment for all residents desiring to work in the City.
- **Policy ED-1.2:** Diversify the local economy and create a balance of employment opportunities across skill and education levels, wages and salaries, and industries and occupations.
- **Goal ED-2:** A variety of retail shopping areas distributed strategically throughout the City and regional retail, dining, and entertainment destinations in key locations with freeway access.
- **Policy ED-2.1:** Promote retail development by locating needed goods and services in proximity to where residents live to improve quality of life, retain taxable spending by Menifee residents, and attract residents from outside the City to shop in Menifee.
    - Locate businesses providing convenience goods and services in retail centers that are on arterials adjacent to neighborhoods and communities throughout the City but not in rural residential areas.
- **Policy ED-2.2:** Require regional retail districts to provide entertainment and dining in addition to retail sales and services to create destinations prepared to withstand e-commerce's increasing capture of retail spending. These districts should create a pedestrian-friendly human-scale atmosphere with street furniture, shading, and gathering spaces that enhance the experience of shopping and socializing.
  Local retail centers (primarily intended to serve Menifee residents) need not necessarily

provide dining and entertainment but shall provide street furniture, shading, pedestrian-circulation, and gathering spaces that enhance the experience of shopping.

- **Goal ED-3:** A mix of land uses that generates a fiscal balance to support and enhance the community's quality of life.
- **Policy ED-3.1:** Incorporate short-term and long-term economic and fiscal implications of proposed actions into decision making.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?			X	

The Project site is bounded as follows: Menifee North Specific Plan (MNSP) Planning Area (PA) 9 and PA10 to the immediate north and some Rural Residential uses to the north of PA9 and PA10; Highway 74 to the immediate south and business park and public facilities uses south of Highway 74; Menifee Road, Rural Residential uses, and vacant land to the east; and Palomar Road to the immediate west and MNSP PA7A, PA7B, and PA8 to the west of Palomar Road. The Project site is located in the City of Menifee, County of Riverside, State of California. Reference **Figure 1, *Regional Location Map***, and **Figure 2, *Vicinity Map*** in Section I. of this Initial Study.

Based on a review of the General Plan Land Use Map (**Figure 4** in Section I. of this Initial Study), the proposed Project will be consistent and compatible with the proposed surrounding land uses in terms of height, massing, intensity of development, and nature of development. Based on this consistency and compatibility, the Project will not divide an established community.

Lastly, the Project does not propose construction of any roadway, flood control channel, or other structure that will physically divide any portion of the community – as it exists, or in the future. Any impacts are considered less than significant.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect?	X			

As a worst-case scenario, the proposed Project has been characterized to result in the development of 637 multi-family residential units and up to 246,312 square feet of commercial uses. At 3.02 persons per household, per US Census ACS 5-year Estimates, it is anticipated

that the Project would result in a direct population increase of approximately 1,924 persons at Project buildout.

The current General Plan Land Use designation on the Project site is Specific Plan (SP). The zoning classification on the Project site is Specific Plan (SP). SP260, A3 proposes the following classifications:

- PA11 Very High Density Residential (VHDR), 29.35 acres;
- PA12 Commercial Retail (CR) / Very High Density Residential (VHDR), 9.2 acres;
- PA13 Commercial Retail (CR), 15.42 acres; and
- PA14 Commercial Retail (CR), 9.27 acres.

Very High Density Residential (VHDR) is defined as having a density range of 14.1-24 dwelling units per acre. Commercial Retail (CR) would allow for a Floor Area Ration of 0.35.

To ensure a comprehensive discussion as to whether the Project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect, this issue will be analyzed in the EIR.

12. MINERAL RESOURCES.

Source(s): *GPEIR*, Section 5.11 (Mineral Resources); and *Map My County*, (**Appendix A**).

Applicable General Plan Policies:

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

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**

The California Geological Survey Mineral Resources Project provides information about California's non-fuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources, as mandated by the Surface Mining and Reclamation Act (SMARA) of 1975. Non-fuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt and dimension stone, and construction aggregate, including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. Urban preemption of prime deposits and conflicts between mining and other uses throughout California led to passage of the SMARA, which requires all cities and counties to incorporate in their general plans the mapped designations approved by the State Mining and Geology Board.

The classification process involves the determination of Production-Consumption (P-C) Region boundaries, based on identification of active aggregate operations (production) and the market area served (Consumption). The P-C regional boundaries are modified to include only those portions of the region that are urbanized or urbanizing and are classified for their aggregate content. An aggregate appraisal further evaluates the presence or absence of significant sand, gravel, or stone deposits that are suitable sources of aggregate. The classification of these mineral resources is a joint effort of the state and the local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs), described below:

- **MRZ-1:** A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2:** A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- **MRZ-3:** A Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data.
- **MRZ-4:** A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.

- **SZ Areas:** Containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone.
- **IRA Areas:** County or State Division of Mines and Geology Identified Areas where adequate production and information indicates that significant minerals are present.

As part of the classification process, an analysis of site specific conditions is utilized to calculate the total volume of aggregates within individually identified Resource Sectors. Resource Sectors are those MRZ-2 areas identified as having regional or statewide significance. Anticipated aggregate demand in the P-C Regions for the next 50 years is then estimated and compared to the total volume of aggregate reserves identified within the P-C Region.

The City of Menifee is in the San Bernardino P-C Region, in which aggregate mineral resource zones were last mapped by the California Geological Survey in 2008. The following MRZs are mapped in the City of Menifee (reference Figure 5.11-1, Mineral Resource Zones of the *GPEIR*).

- MRZ-1: 308 acres in northwest part of City near the northwest corner of Sun City.
- MRZ-3: 22,017 acres, almost three-quarters of the City. Most of the eastern, southern, and northwestern parts of the City are designated MRZ-3.
- Urban Area: 7,488 acres consisting of most of the central and north-central and parts of the western portion of the City. Urban areas are not defined as mineral resource zones because mining in these areas is already precluded by urban development.

The proposed Project site is located in a predominately-suburbanized area to the north, south, and west, and agricultural uses to the east. As stated in the *GPEIR*, no known significant mineral resources have been designated in the City of Menifee. The Project site is located in the MR-Z-3 Zone. The only areas in the San Jacinto Basin that have been designated MRZ-2 - that is, where significant mineral resources are known to exist or are considered very likely to exist - are two areas northwest of Lake Elsinore totaling approximately 465 acres, approximately six miles west of the City's western boundary.

There are no mineral extraction or process facilities on or near the site. No mineral resources are known to exist within the vicinity. Therefore, the Project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impacts will occur.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

Please reference the discussion in Threshold 12.a, above. There are no mineral extraction or process facilities on or near the site. No mineral resources are known to exist within the vicinity. Therefore, the Project will not result in the loss of availability of a locally-important

mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impacts will occur.

No additional analysis will be required in the EIR.

Standard Conditions and Requirements

None required.

Mitigation Measures

No mitigation measures are required.

13. NOISE.

Source(s): **Table 3, *Surrounding Land Uses*** in Section I. of this Initial Study; *GPEIR (Section 5.13 - Noise)*; *Palomar Crossing Noise Impact Study Update City of Menifee, California,* prepared by RK Engineering Group, Inc., March 16, 2018 (*Noise Analysis*, **Appendix H**); **Figure 8, *Aerial Photo*** in Section I. of this Initial Study; *Map My County*, (**Appendix A**); *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MAR Comp. Plan)*, Table MA-1, Compatibility Zone Factors (p. 3); and Perris Valley Airport Land Use Compatibility Plan, Map PV-1, Compatibility Map – Perris Valley Airport (p. 3-39) and Map PV-3, Ultimate Noise Impacts – Perris Valley Airport (p. 3-41); and *GPEIR* Appendix A – Notice of Preparation and Initial Study.

Applicable General Plan Policies:

- **Goal N-1:** Noise-sensitive land uses are protected from excessive noise and vibration exposure.
  - **Policy N-1.1:** Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.
  - **Policy N-1.2:** Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the City's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.
  - **Policy N-1.3:** Require noise abatement measures to enforce compliance with any applicable regulatory mechanisms, including building codes and subdivision and zoning regulations, and ensure that the recommended mitigation measures are implemented.
  - **Policy N-1.7:** Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources adjacent to sensitive receptors:

Table N-1 Stationary Noise Standards		
Land Use	Interior Standards	Exterior Standards
Residential 10:00 p.m. to 7:00 a.m. 7:00 a.m. to 10:00 p.m.	 40 Leq (10 minute) 55 Leq (10 minute)	 45 Leq (10 minute) 65 Leq (10 minute)

  - **Policy N-1.8:** Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state, and City noise standards and guidelines as a part of new development review.
  - **Policy N-1.9:** Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures.
  - **Policy N-1.11:** Discourage the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.
  - **Policy N-1.13:** Require new development to minimize vibration impacts to adjacent uses during demolition and construction.
- **Goal N-2:** Minimal Noise Spillover. Minimal noise spillover from noise-generating uses, such as agriculture, commercial, and industrial uses into adjoining noise-sensitive uses.

City of Menifee Municipal Code Section 9.09.050:

The City of Menifee Municipal Code Section 9.09.050 (Noise Control Regulations) establishes the permissible noise level that may intrude into a neighbor's property. The Municipal Code establishes the exterior noise level criteria for residential properties affected by stationary noise sources. For residential properties, the exterior noise level shall not exceed 65 dBA Leq during daytime hours (7:00 a.m. to 10:00 p.m.) and shall not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.). In addition, the City's General Plan references the state *Land Use Compatibility for Community Noise Environments* that indicates noise levels at residential uses are *normally acceptable* up to 60 dBA CNEL and *conditionally acceptable* up to 70 dBA CNEL, at school uses are *normally acceptable* up to 70 dBA CNEL and *conditionally acceptable* up to 70 dBA CNEL, and at commercial uses are *normally acceptable* up to 70 dBA CNEL and *conditionally acceptable* up to 77.5 dBA CNEL.

Fundamentals of Sound and Environmental Noise:

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called bels. In order to provide a finer description of sound, a bel is 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). Since decibels are logarithmic units, 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.

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:

- **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 given sample periods. 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 7:00 p.m. to 10:00 p.m. and after addition of ten decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m.

- **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 7:00 a.m.

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.

Analysis of Project Effect and Determination of Significance:

Would the Project result in?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) **G**eneration of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**X**			

The City of Menifee Municipal Code Section 9.09.050 (Noise Control Regulations establishes the permissible noise level that may intrude into a neighbor's property. The Municipal Code establishes the exterior noise level criteria for residential properties affected by stationary noise sources. For residential properties, the exterior noise level shall not exceed 65 dBA Leq during daytime hours (7:00 a.m. to 10:00 p.m.) and shall not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.). In addition, the City's General Plan references the state *Land Use Compatibility for Community Noise Environments* that indicates noise levels at residential uses are *normally acceptable* up to 60 dBA CNEL and *conditionally acceptable* up to 70 dBA CNEL, at school uses are *normally acceptable* up to 70 dBA CNEL and *conditionally acceptable* up to 70 dBA CNEL, and at commercial uses are *normally acceptable* up to 70 dBA CNEL and *conditionally acceptable* up to 77.5 dBA CNEL. Please reference **Standard Conditions SC-NOI-1** and **SC-NOI-2**. These are standard conditions and are not considered unique mitigation under CEQA.

Construction Noise

Project construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading, removal of existing structures (Abacherli Dairy) and pavement, loading, unloading, and placing materials and paving. Diesel engine driven trucks also would bring materials to the site and remove the soils from excavation.

Construction equipment with a diesel engine typically generates maximum noise levels from 80 to 90 dB(A) Leq at a distance of 50 feet.

During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Although maximum noise levels may be 85 to 90 dB(A) at a distance of 50 feet during most construction activities, hourly average noise levels would be lower when taking into account the equipment usage factors.

On-Site Operational Noise

The noise sources associated with proposed single-family residences would be those typical of any residential development (vehicles arriving and leaving, children at play and landscape maintenance machinery, etc.). Most of these noise sources do not have substantial potential to violate noise level standards or result in a substantial permanent increase in existing noise levels. Ground- or roof-mounted heating, ventilation, and air conditioning (HVAC) units may generate noise; however, all HVAC units would be newer models and would be reviewed as part of building inspection. The City's Noise Ordinance Section 9.09.020 exempts all "heating

and air conditioning equipment in proper repair."

Exterior Noise

According to *GPEIR* Table 5.12-3, *Land Use and Compatibility for Community Noise Environments*, the residential land uses within the Project site are considered *normally acceptable* with noise levels between 50 dBA CNEL and 60 dBA CNEL. Residential land uses noise levels between 55 dBA CNEL and 70 dBA CNEL are considered *conditionally acceptable*. The 65 dBA CNEL exterior noise standards typically apply to outdoor areas where people congregate.

It is expected that the primary source of noise impacts to the Project site will be traffic noise from SR-74, Menifee Road, and Palomar Road. The Project will also experience some background traffic noise impacts from the Project's internal streets, once operable.

Interior Noise

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that for new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

To ensure a comprehensive discussion as to whether the Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, this issue will be analyzed in the EIR.

Would the Project result in?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	**X**			

Vibration is the movement of mass over time. It is described in terms of frequency and amplitude, and unlike sound there is no standard way of measuring and reporting amplitude. Groundborne vibration can be described in terms of displacement, velocity, or acceleration. Each of these measures can be further described in terms of frequency and amplitude. Displacement is the easiest descriptor to understand; it is simply the distance that a vibrating point moves from its static position. The velocity describes the instantaneous speed of the movement and acceleration is the instantaneous rate of change of the speed.

Common sources of vibration within communities include construction activities and railroads. No railroads are located in proximity of the Project site. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments such as electron microscopes. Vibration with high enough amplitudes can also damage structures (such as crack plaster or destroy windows). Structural damage is generally only of concern where large construction

equipment is necessary to complete a development project (e.g. large bulldozers, vibratory pile drivers), where blasting is required, or where very old buildings are involved (e.g. ancient ruins). Groundborne vibration generated by construction projects is generally highest during pile driving or rock blasting. Next to pile driving, grading activity has some potential for structural vibration impacts if large bulldozers, large trucks, or other heavy equipment are used where very old structures are present.

Construction of the Project does not require rock blasting or pile driving. Project site grading activities will require heavy construction equipment.

Operation of the proposed Project does not include uses that cause vibration. Furthermore, the Project does not require pile driving or blasting to complete, there are no ancient structures in the Project vicinity, and no research medical facilities in the vicinity that could be using sensitive medical or scientific equipment.

To ensure a comprehensive discussion as to whether the Project would result in generation of excessive groundborne vibration or groundborne noise levels during construction, this issue will be analyzed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				**X**

The Project site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Reference **Figure 7, *March Air Reserve Base Airport Influence Area*** in Section I. of this Initial Study. The runway for March Air Reserve Base/Inland Port Airport is located approximately 9.56 miles to the north-northwest of the Project site. According to Table MA-1, Compatibility Zone Factors of the *MAR Comp. Plan*, the noise impact from the March Air Reserve Base/Inland Port Airport is considered "low", and beyond the 55-CNEL contour. Table MA-1 also states that occasional overflights have a "low impact" in terms intrusion into some outdoor activities.

According to *GPEIR* Table 5.12-3, *Land Use and Compatibility for Community Noise Environments*, the residential land uses within the Project site are considered *normally acceptable* with noise levels between 50 dBA CNEL and 60 dBA CNEL. Residential land uses noise levels between 55 dBA CNEL and 70 dBA CNEL are considered *conditionally acceptable*. This is consistent with the 55-CNEL produced by the March Air Reserve Base/Inland Port Airport. No impacts are anticipated as it pertains to exterior noise.

The acceptable interior noise limit for new construction is 45 dBA CNEL. Standard residential building design (with windows closed) typically provides at least 20 dBA of attenuation; therefore, noise levels within the proposed residential units are not expected to exceed the City's interior noise standard of 45 dBA CNEL.

As shown on Map PV-1, Compatibility Map – Perris Valley Airport, (Perris Valley Airport Land Use Compatibility Plan, p. 3-39); the Project site is not located within any Compatibility Zones of the Perris Valley Airport. The runway is located approximately 3.28 miles to the northwest of the Project site. Also, as shown on Map PV-3, Ultimate Noise Impacts – Perris Valley Airport, the Project site is located beyond the 55-CNEL contour. No impacts are anticipated.

No additional analysis will be required in the EIR.

There are also no private airstrips in the Project vicinity; there will be no impacts related to excessive noise near a private airstrip. No impacts related to excessive noise from private airstrips would occur.

No additional analysis will be required in the EIR.

Standard Conditions and Requirements

SC-NOI-1 The Menifee Municipal Code, Section 9.09 (Noise Ordinance), Section 9.09.020 – General Exemptions, exemptions relevant to the Project include:

- Property maintenance including lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of 7 a.m. and 8:00 p.m.;
- Motor vehicles, other than off-highway vehicles; and
- Heating and air conditioning equipment in proper repair.

SC-NOI-2 The Menifee Municipal Code, Section 9.09 (Noise Ordinance), Section 9.09.030 – Construction-Related Exemptions, construction noise is exempt from applicable noise standards provided that:

- The construction project is located at least one-quarter mile from an inhabited dwelling; or
- Construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. from June through September and 6:00 p.m. and 7:00 a.m. from October through May.

Mitigation Measures

To be determined if necessary in the EIR.

14. POPULATION AND HOUSING.

Source(s): *GPEIR (Chapter 5.13 – Population and Housing)*; Project Site Visit – July 19, 2018 by Matthew Fagan; *Map My County*, (**Appendix A**); **Figure 8, *Aerial Photo*** in Section I. of this Initial Study.

Applicable General Plan Policies:

N/A

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	**X**			

The proposed Project would result in the development of a maximum of 637 multi-family residential units. At 3.02 persons per household, per US Census ACS 5-year Estimates, it is anticipated that the Project would result in a direct population increase of approximately 1,924 persons at Project buildout.

In addition, according to the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the population of Menifee was estimated at 74,800 in 2008 and is projected to increase to 93,100 in 2020 and 119,400 in 2035, an increase of 44,600. As such, the 1,924 potential new residents that would be created by the proposed residential development was not anticipated to be within the growth assumptions estimated by SCAG. The Project will demonstrate consistency with SCAG's adopted regional plans and policies through the use of the SCAG List of Mitigation Measures extracted from the 2016 RTP/SCS PEIR.

To ensure a comprehensive discussion as to whether the Project would induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure), this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				**X**

The Project site is vacant. Therefore, the Project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impacts will occur.

No additional analysis will be required in the EIR.

Standard Conditions and Requirements

To be determined if necessary in the EIR.

Mitigation Measures

To be determined if necessary in the EIR.

15. PUBLIC SERVICES.

Source(s): *GPEIR (Chapter 5.14 – Public Services); and Map My County* (**Appendix A**).

Applicable General Plan Policies:

- **Goal S-4:** A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.
- **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.
- **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.
- **Policy S-4.4:** Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.
- **Goal OSC-1:** A comprehensive system of high quality parks and recreation programs that meets the diverse needs of the community.
- **Policy OSC-1.7:** Ensure that parks and recreational facilities are well-maintained by the responsible agency.

Analysis of Project Effect and Determination of Significance:

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:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Fire protection?	**X**			

There are four Riverside County Fire Department (RCFD) fire stations in the City and one additional station about 0.5 miles west of the City boundary. In the City are the following stations:

- Quail Valley Station #5, 28971 Goetz Road
- Sun City Station #7, 27860 Bradley Road
- Menifee Station #68, 26020 Wickerd Road
- Menifee Lakes Station #76, 29950 Menifee Road

The Canyon Lake Station, Station #60, is at 28730 Vacation Drive in the City of Canyon Lake about 0.5 miles west of the Menifee City boundary. The closest fires station to the Project site is the Homeland Station # 54, which is located approximately 1.58 miles easterly of the Project site on Sultanas Road.

The current General Plan Land Use designation on the Project site is Specific Plan (SP). The zoning classification on the Project site is Specific Plan (SP). SP260, A3 proposes the following classifications:

- PA11 Very High Density Residential (VHDR), 29.35 acres;
- PA12 Commercial Retail (CR) / Very High Density Residential (VHDR), 9.2 acres;
- PA13 Commercial Retail (CR), 15.42 acres; and
- PA14 Commercial Retail (CR), 9.27 acres.

Very High Density Residential (VHDR) is defined as having a density range of 14.1-24 dwelling units per acre. Commercial Retail (CR) would allow for a Floor Area Ration of 0.35.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study.

The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF). DIF is used to pay for fire protection services.

It should be noted that payment of DIF is required and is not considered unique mitigation under CEQA. Please reference **Standard Condition SC-PS-1**.

An additional performance objective with respect to fire services is the provision of adequate fire flow to provide water pressures great enough to serve the given type of construction. Without adequate fire hydrant spacing and fire flow, structures could be at undue risk and performance objectives are not met. Therefore, impacts related to fire flow would be significant without implementation of **Standard Condition SC-PS-2** (Municipal Code Section 8.20 (Fire Code), identified below. With implementation of **SC-PS-2**, which requires adequate hydrants (spacing), fire flows (volume of flow per minute) and sprinklers for new structures, impacts can be reduced to a less than significant impact level.

To ensure a comprehensive discussion as to whether 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, this issue will be analyzed in the EIR.

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:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
b) Police protection?	**X**			

The City of Menifee contracts with the Riverside County Sheriff's Department (RCSD) to provide police service for the City. The Menifee Police Department is located at 137 N. Perris

Boulevard in Perris, California approximately 4.5 miles northwesterly of the proposed Project site.

The sheriff's department provides a crime prevention program to the City of Menifee, consisting of support to the Neighborhood Watch program in the City and officer visits to schools and churches with presentations on topics including drug education and personal safety.
The current General Plan Land Use designation on the Project site is Specific Plan (SP). The zoning classification on the Project site is Specific Plan (SP). SP260, A3 proposes the following classifications:

- PA11 Very High Density Residential (VHDR), 29.35 acres;
- PA12 Commercial Retail (CR) / Very High Density Residential (VHDR), 9.2 acres;
- PA13 Commercial Retail (CR), 15.42 acres; and
- PA14 Commercial Retail (CR), 9.27 acres.

Very High Density Residential (VHDR) is defined as having a density range of 14.1-24 dwelling units per acre. Commercial Retail (CR) would allow for a Floor Area Ration of 0.35.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study.

The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF). DIF is used to pay for police protection and emergency response services.

It should be noted that payment of DIF is required and is not considered unique mitigation under CEQA. Please reference **Standard Condition SC-PS-3**.

To ensure a comprehensive discussion as to whether 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, this issue will be analyzed in the EIR.

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:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) Schools?	**X**			

The proposed Project is located within the Romoland School District (RSD) and Perris Union High School District (PUHSD). The proposed Project is subject to development fees for school facilities pursuant to Senate Bill (SB) 50.

The current General Plan Land Use designation on the Project site is Specific Plan (SP). The zoning classification on the Project site is Specific Plan (SP). SP260, A3 proposes the following classifications:

- PA11 Very High Density Residential (VHDR), 29.35 acres;
- PA12 Commercial Retail (CR) / Very High Density Residential (VHDR), 9.2 acres;
- PA13 Commercial Retail (CR), 15.42 acres; and
- PA14 Commercial Retail (CR), 9.27 acres.

Very High Density Residential (VHDR) is defined as having a density range of 14.1-24 dwelling units per acre. Commercial Retail (CR) would allow for a Floor Area Ration of 0.35.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study.

Impacts to RSD and PUHSD facilities will be offset through the payment of impact fees to the RSD and PUHSD, prior to the issuance of a building permit. This fee is subject to change, and the applicable fees, at time of building permit issuance, shall apply.

Payment of these fees (**Standard Condition SC-PS-4**, below) is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

To ensure a comprehensive discussion as to whether 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 schools, this issue will be analyzed in the EIR.

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:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
d) Parks?	**X**			

Demand for park and recreational facilities are generally the direct result of residential development. The current General Plan Land Use designation on the Project site is Specific Plan (SP). The zoning classification on the Project site is Specific Plan (SP). SP260, A3 proposes the following classifications:

- PA11 Very High Density Residential (VHDR), 29.35 acres;
- PA12 Commercial Retail (CR) / Very High Density Residential (VHDR), 9.2 acres;
- PA13 Commercial Retail (CR), 15.42 acres; and
- PA14 Commercial Retail (CR), 9.27 acres.

Very High Density Residential (VHDR) is defined as having a density range of 14.1-24 dwelling units per acre. Commercial Retail (CR) would allow for a Floor Area Ration of 0.35.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study.

According to the General Plan, buildout of the entire city would result in an increase of the City's population by 81,423 more than the 2010 Census count to a total of 158,942. The additional 1,924 residents (3.02 persons per household) generated by the Project were not included in these population numbers.

The City of Menifee has a standard of five acres of parkland per 1,000 residents, and the Valley-Wide Recreation and Parks District also has a standard of five acres of parkland per 1,000 residents. General Plan buildout would create demand for 407 acres of new parkland. The General Plan designates 725 acres of parkland. Again, the additional parkland required by the Project's 1,924 residents generated by the Project was not included in these numbers. As proposed Project will be subject to Quimby fees pursuant to the Quimby Act and Municipal Code Section 9.55. Reference **Standard Condition SC-PS-5**.

The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF). DIF's are used to pay for the following recreation resources: regional parks and regional multipurpose trails. Credits may be afforded to the applicant if improvements are made to these facilities as part of the Project development. Reference **Standard Condition SC-PS-6**. It should be noted that payment of DIF's is required and is not considered unique mitigation under CEQA.

To ensure a comprehensive discussion as to whether 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 parks, this issue will be analyzed in the EIR.

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:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
e) Other public facilities?	**X**			

The proposed Project, a residential development, will result in nominal employment growth. The SCAG RTP/SCS projects an estimated employment base of 10,500 by 2020 and 12,600 by 2035 in the City of Menifee. The anticipated increase, whether from employed residents within the City or commuting from outside the City, will be within the assumptions estimated by SCAG and thus will not be substantially growth inducing and will not require expansion of any other public services such as libraries or hospitals. The proposed residential and commercial

development may significantly increase the demand of such services. The additional 1,924 residents generated by the Project were not included in these population numbers.

To ensure a comprehensive discussion as to whether 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 other public facilities, this issue will be analyzed in the EIR.

Standard Conditions and Requirements

SC-PS-1 Development Impact Fee (DIF)/Fire Protection and Emergency Response Services. The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.

SC-PS-2 Municipal Code Section 8.20 (Fire Code). The Project shall comply with applicable version of Chapter 8.20 of the Municipal Code at the time of permit issuance.

SC-PS-3 Development Impact Fee (DIF)/Police Protection Services. The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.

SC-PS-4 Prior to the issuance of a building permit for any each residential unit, the Project applicant shall pay the most recent developer fee to MUSD and PUHSD which is applicable at the time of building permit issuance.

SC-PS-5 Prior to the issuance of the first certificate of occupancy of any dwelling unit in the subdivision, the Project applicant shall offer dedication of land and/or make in-lieu payment of Quimby Fees for park or recreational purposes shall be at the rate of five acres per 1,000 residents.

SC-PS-6 The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.

Mitigation Measures

To be determined if necessary, in the EIR.

16. RECREATION.

Source(s): *GPEIR (Chapter 5.16 – Recreation)*; Municipal Code Section 9.55 and 9.56; and Development Impact Fees per Ordinance No. 17-232

Applicable General Plan Policies:

N/A.

Analysis of Project Effect and Determination of Significance:

	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?	**X**			

Demand for park and recreational facilities are generally the direct result of residential development. The current General Plan Land Use designation on the Project site is Specific Plan (SP). The zoning classification on the Project site is Specific Plan (SP). SP260, A3 proposes the following classifications:

- PA11 Very High Density Residential (VHDR), 29.35 acres;
- PA12 Commercial Retail (CR) / Very High Density Residential (VHDR), 9.2 acres;
- PA13 Commercial Retail (CR), 15.42 acres; and
- PA14 Commercial Retail (CR), 9.27 acres.

Very High Density Residential (VHDR) is defined as having a density range of 14.1-24 dwelling units per acre. Commercial Retail (CR) would allow for a Floor Area Ration of 0.35.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study.

According to the General Plan, buildout of the entire city would result in an increase of the City's population by 81,423 more than the 2010 Census count to a total of 158,942. The additional 1,924 residents (3.02 persons per household) generated by the Project were not included in these population numbers.

The City of Menifee has a standard of five acres of parkland per 1,000 residents, and the Valley-Wide Recreation and Parks District also has a standard of five acres of parkland per 1,000 residents. General Plan buildout would create demand for 407 acres of new parkland. The General Plan designates 725 acres of parkland. Again, the additional parkland required by the Project's 1,924 residents generated by the Project was not included in these numbers. As proposed Project will be subject to Quimby fees pursuant to the Quimby Act and Municipal Code Section 9.55. Reference **Standard Condition SC-REC-1**.

The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF). DIF's are used to pay for the following recreation resources: regional parks and regional multipurpose trails. Credits may be afforded to the applicant if improvements are made to these facilities as part of the Project development.

The Project applicant shall pay Development impact fees for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.

Reference **Standard Condition SC-PS-6**. It should be noted that payment of DIF's is required and is not considered unique mitigation under CEQA.

To ensure a comprehensive discussion as to whether the Project would 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, this issue will be analyzed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	**X**			

Please reference the discussion in 15.a, above. Demand for park and recreational facilities are generally the direct result of residential development.

To ensure a comprehensive discussion as to whether the Project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, this issue will be analyzed in the EIR.

Standard Conditions and Requirements

SC-REC -1 Prior to the recordation of a final map, the Project applicant shall offer dedication of land and/or make in-lieu payment of Quimby Fees for park or recreational purposes shall be at the rate of five acres per 1,000 residents.

SC-PS-5 Prior to final inspection/occupancy, the Project applicant shall offer dedication of land and/or make in-lieu payment of Quimby Fees for park or recreational purposes shall be at the rate of five acres per 1,000 residents.

SC-PS-6 The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.

Mitigation Measures

To be determined if necessary in the EIR.

17. TRANSPORTATION.

Source(s): *GPEIR (Chapter 7.17 – Transportation and Traffic)*; Development Impact Fees per Ordinance No. 17-232; Ordinance No. 2009-62 "Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance of 2009"; *Palomar Crossing Traffic Impact Analysis, City of Menifee, California,* prepared by RK Engineering Group, Inc., October 10, 2018 (**Appendix I**); City of Menifee Citywide Trails Map; **Table 3, *Surrounding Land Uses*** in Section I. of this Initial Study; **Figure 3, *General Plan Land Use Designations*** and **Figure 4, *Zoning Classifications*** in Section I. of this Initial Study; California Code of Regulations § 15064.3; Proposed Updates to the CEQA Guidelines, prepared by Governor's Office of Planning and Research, November 2017; and **Figure 17-1, *Riverside Transit Agency Route Maps***.

Applicable General Plan Policies:

- **Goal C-1:** A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.
- **Policy C-1.1:** Require roadways to:
  - Comply with federal, state and local design and safety standards.
  - Meet the needs of multiple transportation modes and users.
  - Be compatible with the streetscape and surrounding land uses.
  - Be maintained in accordance with best practices.
- **Policy C-1.2:** Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.
- **Policy C-1.5:** Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.
- **Goal C-2:** A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.
- **Policy C-2.1:** Require on- and off-street pathways to:
  - Comply with federal, state and local design and safety standards.
  - Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
  - Be compatible with the streetscape and surrounding land uses.
  - Be maintained in accordance with best practices.
- **Policy C-2.2:** Provide off-street multipurpose trails and on-street bike lanes as our primary paths of citywide travel, and explore the shared use of low speed roadways for connectivity wherever it is safe to do so.
- **Policy C-2.3:** Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.
- **Policy C-2.4:** Explore opportunities to expand the pedestrian and bicycle networks; this includes consideration of utility easements, drainage corridors, road rights-of-way and other potential options.
- **Goal C-3:** A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.
- **Policy C-3.2:** Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.

- **Goal C-5:** An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.
- **Policy C-5.3:** Support efforts to reduce/eliminate the negative environmental impacts of goods movement.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**X**			

The current General Plan Land Use designation on the Project site is Specific Plan (SP). The zoning classification on the Project site is Specific Plan (SP). SP260, A3 proposes the following classifications:

- PA11 Very High Density Residential (VHDR), 29.35 acres;
- PA12 Commercial Retail (CR) / Very High Density Residential (VHDR), 9.2 acres;
- PA13 Commercial Retail (CR), 15.42 acres; and
- PA14 Commercial Retail (CR), 9.27 acres.

Very High Density Residential (VHDR) is defined as having a density range of 14.1-24 dwelling units per acre. Commercial Retail (CR) would allow for a Floor Area Ration of 0.35.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study.

These residents will utilize a variety of modes of transportation including automobile, mass transit and non-motorized travel. Trip generation as well as trip distribution will change from the current adopted SP 260, Amendment No. 2. Project specific analysis has been performed in the *TIA* which identified Project impacts to thirteen (13) intersections, as well as twelve (12) roadway segments. Project specific mitigation measures have been identified.

The Project, like all Projects in the City, will be subject to the Transportation Uniform Mitigation Fee (TUMF) and the Development Impact Fees (DIF). These are described below.

The Board of Supervisors of the County of Riverside and the Councils of the Cities of Western Riverside County enacted the TUMF to fund the mitigation of cumulative regional transportation impacts resulting from future development. The mitigation fees collected through the TUMF program will be utilized to complete transportation system capital improvements necessary to meet the increased travel demand and to sustain current traffic levels of service.

The Project site is subject to Ordinance No. 17-232, Development Impact Fees (DIF). Payment of the DIF is required and is not considered unique mitigation under CEQA. DIF is used to pay for the following traffic improvements: transportation – roads, bridges, major improvements; and transportation signals. Credits may be afforded to the applicant if improvements are made to these facilities as part of the Project development.

The Project will be required to pay TUMF and DIF. These are reflected in **Standard Conditions SC-TR-2** and **SC-TR-3**, respectively. Payment of TUMF and DIF are standard requirements and are not considered unique mitigation under CEQA.

To ensure a comprehensive discussion as to whether the Project would conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, this issue will be analyzed in the EIR.

The proposed Project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

According to the City of Menifee General Plan Exhibit C-4 and the City of Menifee Citywide Trails Map, the following bikeways are proposed adjacent to, or within the Project site:

- SCE Easement: Community Trail – Hiking, Biking;
- Menifee Road: Community On-Street Bike Lanes (Class II); and
- Palomar Road: Class III Bike Routes.

The Project will be responsible for installing site-adjacent roadway improvements consistent with City of Menifee General Plan cross sections. Per the General Plan cross-sections, the shoulder may be utilized for bike lanes and the sidewalks may be utilized by pedestrians.

According to **Figure 17-1, *Riverside Transit Agency Route Maps***, the closest transit routes to the Project site are Riverside Transit Agency (RTA) Routes 27 and 212, both of which run on SR-74. The closest stop for RTA Route 27 is located at the intersection of SR-74 and Leon Road, approximately 2.0 miles easterly of the Project site. The closest stop for RTA Route 212, which is a commuter route at the Perris Station Transit Center located approximately 5.16 miles northwesterly of the Project site.

The Project will be served by these existing and proposed transit, bicycle, and pedestrian facilities; however, the Project will not decrease their performance or safety.

To ensure a comprehensive discussion as to whether the Project would conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	**X**			

CEQA Guidelines Section 15064.3 reads as follows:

"*Section 15064.3. Determining the Significance of Transportation Impacts*

(a) Purpose.

This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay does not constitute a significant environmental impact.

(b) Criteria for Analyzing Transportation Impacts.

(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152.

(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

(c) Applicability.

The provisions of this section shall apply prospectively as described in Section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on January 1, 2020, the provisions of this section shall apply statewide."

To ensure a comprehensive discussion as to whether the Project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), this issue will be analyzed in a qualitative manner in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	

The Project will take access to primarily three (3) main roadways. SR-74, Palomar Road and Menifee Road. SR-74 is under the jurisdiction of Caltrans. The Project will be required to install improvements to SR-74 in order to mitigate impacts. Any improvements will be required to be designed to Caltrans standards and no permit for construction will be allowed until said plans are deemed safe and in conformance with Caltrans design parameters.

As it pertains to Palomar and Menifee Roads these are under the jurisdiction of the City of Menifee. Final Project site plans will be subject to City review and approval which will ensure that Project driveway intersections and internal circulation are safe, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the site. This will eliminate any Project impacts due to a design feature. Any impacts will be less than significant.

No additional analysis will be required in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?			**X**	

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the project will be limited to lateral utility connections (i.e., sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). Reference **Standard Condition SC-TR-1**. The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project. Any impacts during construction are considered less than significant.

The proposed Project is required to comply with Fire Department requirements for adequate access. Project site access and circulation will provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department's requirements. Any impacts during construction are considered less than significant.

No additional analysis will be required in the EIR.

Standard Conditions and Requirements

SC-TR-1 Prior to any Project construction the Project Applicant shall develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.

SC-TR-2 The Board of Supervisors of the County of Riverside and the Councils of the Cities of Western Riverside County enacted the Transportation Uniform Mitigation Fee (TUMF) to fund the mitigation of cumulative regional transportation impacts resulting from future development. The mitigation fees collected through the TUMF program will be utilized to complete transportation system capital improvements necessary to meet the increased travel demand and to sustain current traffic levels of service.

The fee calculations are based on the proportional allocation of the costs of proposed transportation improvements based on the cumulative transportation system impacts of different types of new development. Fees are directly related to the forecast rate of growth and trip generation characteristics of different categories of new development. Fees shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever comes first. Payment of the TUMF is required and is not considered unique mitigation under CEQA.

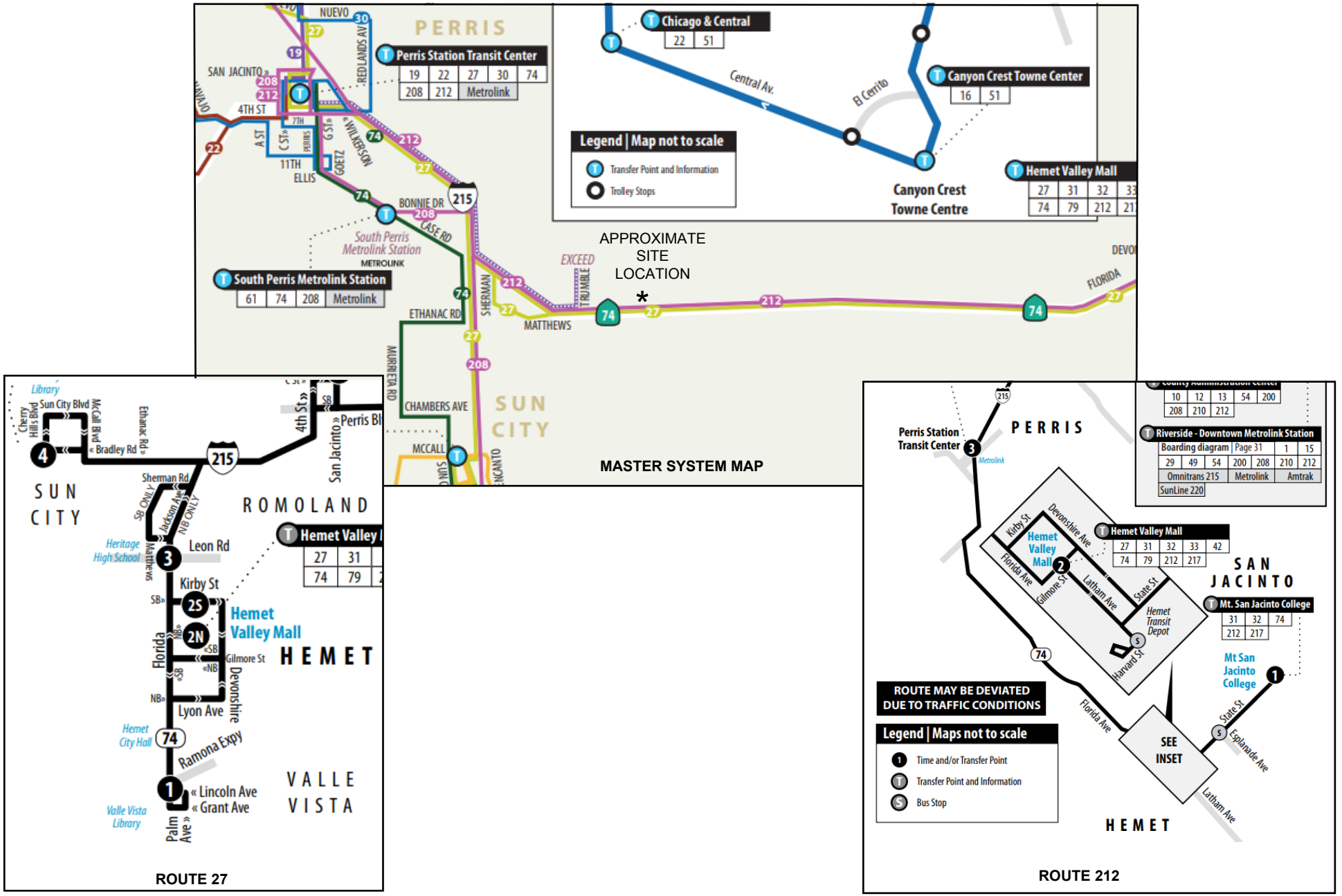
SC-TR-3 The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.

Mitigation Measures

To be determined if necessary in the EIR.

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Figure 17-1
Riverside Transit Agency Route Maps



Source: RTA Website https://www.riversidetransit.com/index.php/riding-the-bus/maps-schedules

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18. TRIBAL CULTURAL RESOURCES.

Source(s): *SB 18 - Native American Consultation Request for Specific Plan Amendment No. 2010-090 (Specific Plan No. 260, Amendment No. 3)*, prepared by City of Menifee, August 23, 2017, with responses from Tribe(s), (**Appendix J1**); *AB 52 Native American Consultation request for Specific Plan Amendment No. 2010-090 (Amendment No. 3 to Specific Plan No. 260 – Menifee North)*, prepared by City of Menifee, May 25, 2016, with responses from Tribe(s) (**Appendix J2**).

Applicable General Plan Policies:

- **Goal OSC-5:** Archaeological, historical, and cultural resources that are protected and integrated into the City's built environment.
- **Policy OSC-5.1:** Preserve and protect significant archeological, historic, and cultural sites, places, districts, structures, landforms, objects and native burial sites, and other features, such as Ringing Rock and Grandmother Oak, consistent with state law.
- **Policy OSC-5.3:** Preserve sacred sites identified by the Pechanga Band of Luiseño Indians and Soboba Band of Luiseno Indians, such as tribal burial grounds, by avoiding activities that would negatively impact the sites.
- **Policy OSC-5.5:** Establish clear and responsible practices to identify, evaluate, and protect previously unknown archeological, historic, and cultural sites, following CEQA and NEPA procedure.

Analysis of Project Effect and Determination of Significance:

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

Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074,

2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

Because the Project includes a Specific Plan Amendment, the Project is also subject to the requirements of Senate Bill (SB) 18. SB 18 requires a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant Traditional Tribal Cultural Places (TTCP) prior to the adoption, revision, amendment, or update of a city's or county's general plan, specific plan, or designating land as open space. SB 18 provides a new definition of TTCP, which requires that the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. In addition, SB 18 law also adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Based on the City's prior experience with and written request from potentially interested Tribes, AB 52 Notices were sent to the following four (4) Tribes on May 25, 2016:

- Agua Caliente Band of Cahuilla Indians;
- Pechanga Band of Luiseño Indians;
- Rincon Cultural Resources Department; and
- Soboba Band of Luiseño Indians.

With input from the Native American Heritage Commission (NAHC), SB 18 Notices were sent to the following 26 Tribes on August 23, 2017. The NAHC uses a broad range for notification.

- Agua Caliente Band of Cahuilla Indians;
- Augustine Band of Cahuilla Mission Indians;
- Cabazon Band of Mission Indians;
- Juaneño Band of Mission Indians;
- San Manuel Band of Mission Indians;
- Gabrieleño Band of Mission Indians – Kizh Nation;
- Gabrieleño/Tongva Nation;
- Cahuilla Band of Indians;
- Fort Mojave Indian Tribe;
- Chemehuevi Indian Tribe;
- Serrano Nation of Mission Indians;
- La Jolla Band of Luiseño Indians;
- Los Coyotes Band of Mission Indians;
- Morongo Band of Mission Indians;
- Pala Band of Mission Indians;
- Twenty-Nine Palms Band of Mission Indians;
- Pauma Band of Luiseño Indians – Pauma & Yuima Reservation;
- Pechanga Band of Luiseño Indians;
- Ramona Band of Cahuilla Mission Indians;
- Rincon Band of Luiseño Indians;
- San Luis Rey Band of Mission Indians;
- Santa Rosa Band of Mission Indians;
- Quechan Tribe of the Fort Yuma Indian Reservation;
- Colorado River Indian Tribes of the Colorado River Indian Reservation;
- Soboba Band of Luiseño Indians; and

- Torres-Martinez Desert Cahuilla Indians.

Written responses were received from the following Tribes on the AB 52 and SB 18 notices:

- Agua Caliente Band of Cahuilla Indians;
- Augustine Band of Cahuilla Mission Indians;
- Pechanga Band of Luiseño Indians;
- San Manuel Band of Mission Indians;
- Rincon Band of Luiseño Indians; and
- Soboba Band of Luiseño Indians.

A phone conversation was had between the Project Planner, Mr. Manny Baeza and Mr. Matias Belardes of the Juaneño Band of Mission Indians after their receipt of the SB 18 Notice Letter (the exact date of this call was not recorded); according to Mr. Baeza, Mr. Belardes said "they had no concerns with the project since it was outside of their tribal boundary".

Only the Pechanga Band of Luiseño Indians, Rincon Band of Luiseño Indians, and the Soboba Band of Luiseño Indians requested formal consultation.

To ensure a comprehensive discussion as to whether the Project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), and to provide a detailed discussion of the consultation with the four Tribes, this issue will be analyzed in the EIR.

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a.ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	**X**			

Please reference the discussion in Threshold 18.a.i., above.

To ensure a comprehensive discussion as to whether the Project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically

defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe, this issue will be analyzed in the EIR.

Standard Conditions and Requirements

To be determined if necessary in the EIR.

Mitigation Measures

To be determined if necessary in the EIR.

19. UTILITIES AND SERVICE SYSTEMS.

Source(s): *GPEIR (Chapter 5.18 – Utilities and Service Systems)*; and El Sobrante Landfill Website Fact Sheet.

Applicable General Plan Policies:

- **Goal LU-3:** A full range of public utilities and related services that provide for the immediate and long-term needs of the community.
- **Policy LU-3.4:** Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.
- **Policy LU-3.5:** Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.
- **Goal OSC-7:** A reliable and safe water supply that effectively meets current and future user demands.
- **Policy OSC-7.2:** Encourage water conservation as a means of preserving water resources.
- **Policy OSC-7.4:** Encourage the use of reclaimed water for the irrigation of parks, golf courses, public landscaped areas, and other feasible applications as service becomes available from the Eastern Municipal Water District.
- **Policy OSC-7.5:** Utilize a wastewater collection, treatment, and disposal system that adequately serves the existing and long-term needs of the community.
- **Policy OSC-7.7:** Maintain and improve existing level of sewer service by improving infrastructure and repairing existing deficiencies.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	**X**			

EMWD provides water service to the City of Menifee. EMWD has three sources of water supply: imported water from the Metropolitan Water District of Southern California (MWD), local groundwater, and recycled water. Roughly 75 percent of EMWD's potable water demand is supplied by imported water from MWD through its Colorado River Aqueduct and connections to the State Water Project. EMWD forecasts that it will provide water for future growth in its service area through imported water from MWD. EMWD procures water from MWD that has been treated at MWD's Skinner Filtration Plant in Winchester and Mills Filtration Plant in Riverside. In 2010 EMWD obtained 75,000 acre-feet (af) of MWD water treated at MWD filtration plants before delivery, and 16,600 af of raw MWD water treated at EMWD water filtration plants. EMWD has two water filtration plants, one in Hemet and one in San Jacinto, with total existing capacity of 32 million gallons per day (mgd) or about 35,840 af per year (afy). About 25 percent of EMWD's potable water demand is supplied by EMWD groundwater wells

in the San Jacinto Groundwater Basin. EMWD's estimated production of potable groundwater in 2010 was 18,800 af. EMWD's production of desalinated groundwater in 2010 was 5,800 af. EMWD's recycled water production in 2010 was 41,500 af. EMWD's territory is divided into four subareas. Parts of the City of Menifee are in two service areas: most of the City is in Sub-Area 41, but the southeast corner is in Sub-Area 43. Potable water sources for Sub-Area 41 are 1) Imported MWD water treated at MWD's Mills Filtration Plant in the City of Riverside, 2) Imported MWD water treated at EMWD's Perris Water Filtration Plant, 3) Local potable groundwater, and 4) Local groundwater treated at EMWD's Menifee Desalter.

According to the *GPEIR*, the projected net increase in water demands by buildout of the General Plan – about 15 mgd, or 16,800 afy - is within 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 afy over that period.

Regarding wastewater facilities, as discussed in the preceding response, wastewater generated at the Project site will be treated at the Perris Valley RWRF.

Connections to local water and sewer mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. Reference **Standard Condition SC-USS-1** (Sewer Connection Fees), **Standard Condition SC-USS-2** (EMWD Water Efficient Guidelines), **Standard Condition SC-USS-3** (Water Connection Fees), and **Standard Condition SC-HYD-5** (Wastewater).

Potentially significant impacts could occur as a result of this Project if storm water runoff was increased to a level that would require construction of new storm drainage facilities. Pursuant to the City's Municipal Code Section 15.01.015 all construction projects shall apply Best Management Practices (BMPs) to be contained in the Project applicants submitted Stormwater Pollution Prevention Plan (SWPPP). The proposed Project will also be required to submit a Water Quality Management Plan (WQMP) in identifying post-construction BMPs that include drainage controls such as infiltration pits, detention ponds, bioswales, berms, rain gardens, and pervious pavement. Reference **Standard Condition SC-HYD-2 (**SWPPP), and **Standard Condition SC-HYD-3 (**WQMP).

Also, the proposed Project will be required to submit a drainage study to ensure onsite and offsite drainage is accurately assessed and sufficient infrastructure is required for construction of the Project. Reference **Standard Condition SC-HYD-1 (**Site Drainage Plan).

The electrical service provider is Southern California Edison. The proposed Project will be connected to The Gas Company's natural gas distribution system. The communication system is provided by Verizon.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study. At 3.02 persons per household, per US Census ACS 5-year Estimates, it is anticipated that the Project would result in a direct population increase of approximately 1,924 persons at Project buildout. The proposed additional residential units and other land use changes in SP 260, A3 were not anticipated or analyzed in the EMWD water or wastewater discharges projections.

To ensure a comprehensive discussion as to whether the Project would require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water

drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects, this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	X			

The project could result in significant impacts if the project required additional water supplies than are currently entitled. According to the *GPEIR*, 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 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.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study. At 3.02 persons per household, per US Census ACS 5-year Estimates, it is anticipated that the Project would result in a direct population increase of approximately 1,924 persons at Project buildout. The proposed additional residential units and other land use changes in SP 260, A3 were not anticipated or analyzed in the EMWD water usage projections. Reference **Standard Condition SC-USS-2** (EMWD Water Efficient Guidelines), and **Standard Condition SC-USS-3** (Water Connection Fees.

To ensure a comprehensive discussion as to whether the Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years, this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	X			

The proposed Project could affect RWQCB treatment standards by increasing wastewater production such that expansion of existing facilities or construction of new facilities will be required. Exceeding the RWQCB treatment standards could result in contamination of surface or groundwater with pollutants such as pathogens and nitrates. New development in the City is required to install wastewater infrastructure concurrent with Project development. Wastewater service within the City of Menifee is provided by Eastern Municipal Water District. Reference **Standard Condition SC-USS-1** (Sewer Connection Fees) and **Standard Condition SC-HYD-5** (Wastewater).

Open drainage channels and underground storm drains larger than 36" in diameter are operated and maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD); smaller underground storm drains are operated and maintained by the City of Menifee Public Works Department. EMWD provides wastewater treatment to the City of Menifee. Wastewater from most of Menifee – except the north and south ends of the City – are collected at the Sun City Regional Wastewater Reclamation Facility (RWRF) and sent to the Perris Valley RWRF for treatment.

All wastewater generated by the interior plumbing system of the proposed Project will be discharged into the local sewer system and conveyed for treatment at the Perris Valley RWRF. Wastewater flows will consist of typical residential and commercial wastewater discharges and will not require new methods or equipment for treatment that are not currently permitted for the facility. The Perris Valley RWRF has a capacity of treating 22 million gallons per day (mgd).

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study. At 3.02 persons per household, per US Census ACS 5-year Estimates, it is anticipated that the Project would result in a direct population increase of approximately 1,924 persons at Project buildout. The proposed additional residential units and other land use changes in SP 260, A3 were not anticipated or analyzed in the EMWD wastewater discharges projections as it pertains to the wastewater treatment requirements of the applicable Regional Water Quality Control Board.

To ensure a comprehensive discussion as to whether the Project would 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, this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	**X**			

Significant impacts could occur if the proposed Project will exceed the existing permitted landfill capacity or violates federal, state, and local statutes and regulations. Waste Management, Inc. (WMI) is the City's franchise hauler for refuse, recycling and green waste materials.

The proposed Project's additional solid waste stream will have a less than significant impact on regional landfill capacity. Most waste collected by WMI from the Project vicinity is delivered to the Moreno Valley Transfer Station located at 17700 Indian Street in Moreno Valley approximately 18 miles north of the Project site. Residential waste from Moreno Valley Transfer Station is primarily disposed of at the El Sobrante Landfill. The landfill is a Class III municipal solid waste landfill that accept primarily non-hazardous residential and commercial/industrial municipal solid waste.

The El Sobrante Landfill is located at 10910 Dawson Canyon Corona, CA 92883. The El Sobrante Landfill is a 1,322 acre site that was established in 1986 and has a projected

remaining life of 50 years. The landfill processes 2 million tons annually, or approximately 5,479 tons daily. The remaining permitted capacity is 209 million cubic yards.

It should be noted that, as a worst-case scenario, 246,312 square feet of commercial uses and 637 multi-family dwelling units were utilized in the analysis of this Initial Study.

To ensure a comprehensive discussion as to whether the Project would Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, this issue will be analyzed in the EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

The proposed Project is required to comply with all applicable federal, state, and local management and reduction statutes and regulations related to solid waste as a standard Project condition of approval. Impacts will be less than significant. **Reference Standard Condition SC-USS-4** (Solid Waste).

No additional analysis will be required in the EIR.

Standard Conditions and Requirements

SC-USS-1 Sewer Connection Fees. Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable sewer connection fees to EMWD.

SC-USS-2 EMWD Water Efficient Guidelines. The Project will be required to comply with shall be required to comply with the EMWD Water Efficient Guidelines for New Development which are in effect at the time of building permit issuance.

SC-USS-3 Water Connection Fees. Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable water connection fees to EMWD.

SC-USS-4 Solid Waste. The Project applicant shall comply with the requirements of AB 939 ("California Integrated Waste Management Act of 1989"), which requires waste diversion mandates. During construction and operation, the applicant shall achieve diversion of 50 percent of all solid waste through source reduction, recycling, and composting activities.

SC-HYD-1 Site Drainage Plan. A site drainage plan is required by the City of Menifee and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review.

SC-HYD-2 SWPPP. Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of

construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-3 WQMP. The Project proponent has submitted a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing 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.

SC-HYD-5 Wastewater. All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant.

Mitigation Measures

To be determined if necessary in the EIR.

20. WILDFIRE.

Source(s): Google Maps; *Map My County* **(Appendix A)**; and **Figure 7-1, *Surrounding Topography***, provided in Section 7. Geology and Soils of this Initial Study.

Applicable General Plan Policies:

- **Goal S-4:** A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.
- **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.
- **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.
- **Policy S-4.3:** Encourage owners of nonsprinklered high-occupancy structures to retrofit their buildings to include internal sprinklers.
- **Policy S-4.4:** Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate
- **Goal S-6:** A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.
- **Policy S-6.1:** Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the City- and county-specific emergency management resources available.
- **Goal S-5:** A community that has reduced the potential for hazardous materials contamination.
- **Policy S-5.1:** Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.
- **Policy S-5.2:** Ensure that the fire department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.

Analysis of Project Effect and Determination of Significance:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	**X**			

According to *Map My County*, the proposed Project site is not located within a fire hazard zone. The Project site is not located in a Fire Responsibility Area. There are no wildland conditions in the immediate area where the Project site is located.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). Reference **Standard Condition SC-TR-1**. The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under

CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project.

All Project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed Project is required to comply with the California Fire Code as adopted by the Menifee Municipal Code.

The Project will 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.

However, to ensure a comprehensive discussion as to whether the Project would substantially impair an adopted emergency response plan or emergency evacuation plan, this issue will be analyzed in the EIR.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	**X**			

According to *Map My County*, the proposed Project site is not located within a fire hazard zone. The Project site is not located in a Fire Responsibility Area. There are no wildland conditions in the immediate area where the Project site is located.

The topography of the Project site is relatively flat with natural gradients less than 2% to the south-southwest toward SR 74. The site elevation is approximately 1,468 – 1484 feet above mean sea level. According to **Figure 7-1, *Surrounding Topography***, provided in Section 7. Geology and Soils of this Initial Study, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slope is located approximately one (1) mile to north of the Project site.

Based on this information, the Project would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

However, to ensure a comprehensive discussion as to whether the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, this issue will be analyzed in the EIR.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	**X**			

According to *Map My County*, the proposed Project site is not located within a fire hazard zone. The Project site is not located in a Fire Responsibility Area. There are no wildland conditions in the immediate area where the Project site is located.

The Project does not include and or require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Any roads and utilities will be installed in accordance with the respective jurisdiction requirements.

However, to ensure a comprehensive discussion as to whether the Project would require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment, this issue will be analyzed in the EIR.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	**X**			

According to *Map My County*, the proposed Project site is not located within a fire hazard zone. The Project site is not located in a Fire Responsibility Area. There are no wildland conditions in the immediate area where the Project site is located.

The topography of the Project site is relatively flat with natural gradients less than 2% to the south-southwest toward SR 74. The site elevation is approximately 1,468 – 1484 feet above mean sea level. According to **Figure 7-1, *Surrounding Topography***, provided in Section 7. Geology and Soils of this Initial Study, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slope is located approximately one (1) mile to north of the Project site.

Based on this information, the Project would not, expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

However, to ensure a comprehensive discussion as to whether the Project would expose people or structures to significant risks, including downslope or downstream flooding or

landslides, as a result of runoff, post-fire slope instability, or drainage changes, this issue will be analyzed in the EIR.

Standard Conditions and Requirements

SC-TR-1 Prior to any Project construction, the Project Applicant shall develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.

Mitigation Measures

No mitigation measures are required.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

Source(s): Staff review and Project Application Materials.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			

In order to ensure a comprehensive discussion as to whether the Project will have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory, this issue will be analyzed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	X			

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.

Based on the analysis of the Project's impacts in the responses to items 1 through 20, the Project may result in impacts that are individually limited, but cumulatively considerable.

To ensure a comprehensive discussion as to whether the Project will 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), this issue will be analyzed in the EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

Based on the analysis of the Project's impacts in the responses to items 1 through 20, the Project may result in substantial adverse effects on human beings as it pertains to portions of these issue areas.

In order to ensure a comprehensive discussion as to whether the Project will have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly to those specific issue areas, they will be further analyzed in the EIR.

For those issue areas identified as having "no impact," or a "less than significant impact" it was determined in items 1 through 20 that the Project would not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. No additional analysis would be required in the EIR.

For those issue areas identified as having a "less than significant impact with mitigation required" it was determined in items 1 through 20 that the Project would not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly with the incorporation of mitigation measures. No additional analysis would be required in the EIR.

VI. 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). The original EIR for Specific Plan 260 (available for review at the City of Menifee) is included under this earlier analysis scenario.

VII. SOURCES/REFERENCES

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City of Menifee Citywide Trails Map
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https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report

City of Menifee General Plan
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El Sobrante Landfill Website
https://www.wmsolutions.com/locations/details/id/180

Federal Emergency Management Agency Flood Insurance Rate Maps
http://msc.fema.gov/portal

GEOTRACKER
http://geotracker.waterboards.ca.gov
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https://www.google.com/maps/@33.5076102,-117.1323465,15z

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http://www.rcaluc.org/Portals/0/17%20%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700

Ordinance No. 348
http://library.amlegal.com/nxt/gateway.dll/California/menifee_ca/riversidecountyzoningordinanceord348?f=templates$fn=default.htm$3.0

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Perris Valley Airport Land Use Compatibility Plan, Map PV-1, Compatibility Map – Perris Valley Airport
http://www.rcaluc.org/Portals/0/19%20-%20Vol.%201%20Perris%20Valley%20(Final-Mar.2011).pdf?ver=2016-08-15-155627-183

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http://opr.ca.gov/docs/20171127_Comprehensive_CEQA_Guidelines_Package_Nov_2017.pdf

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http://codes.findlaw.com/ca/public-resources-code/

Riverside County Airport Land Use Commission
http://www.rcaluc.org/

Riverside Transit Agency
www.riversidetransit.com

Romoland/Homeland Area Drainage Plan
http://rcflood.org/Downloads/Area%20Drainage%20Plans/Updated/Reports/Homeland-Romoland%20ADP.pdf

Romoland School District
https://www.romoland.net

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https://www.opr.ca.gov/s_localandtribalintergovernmentalconsultation.php

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